

Russell crowned as riders boycott Mexican round

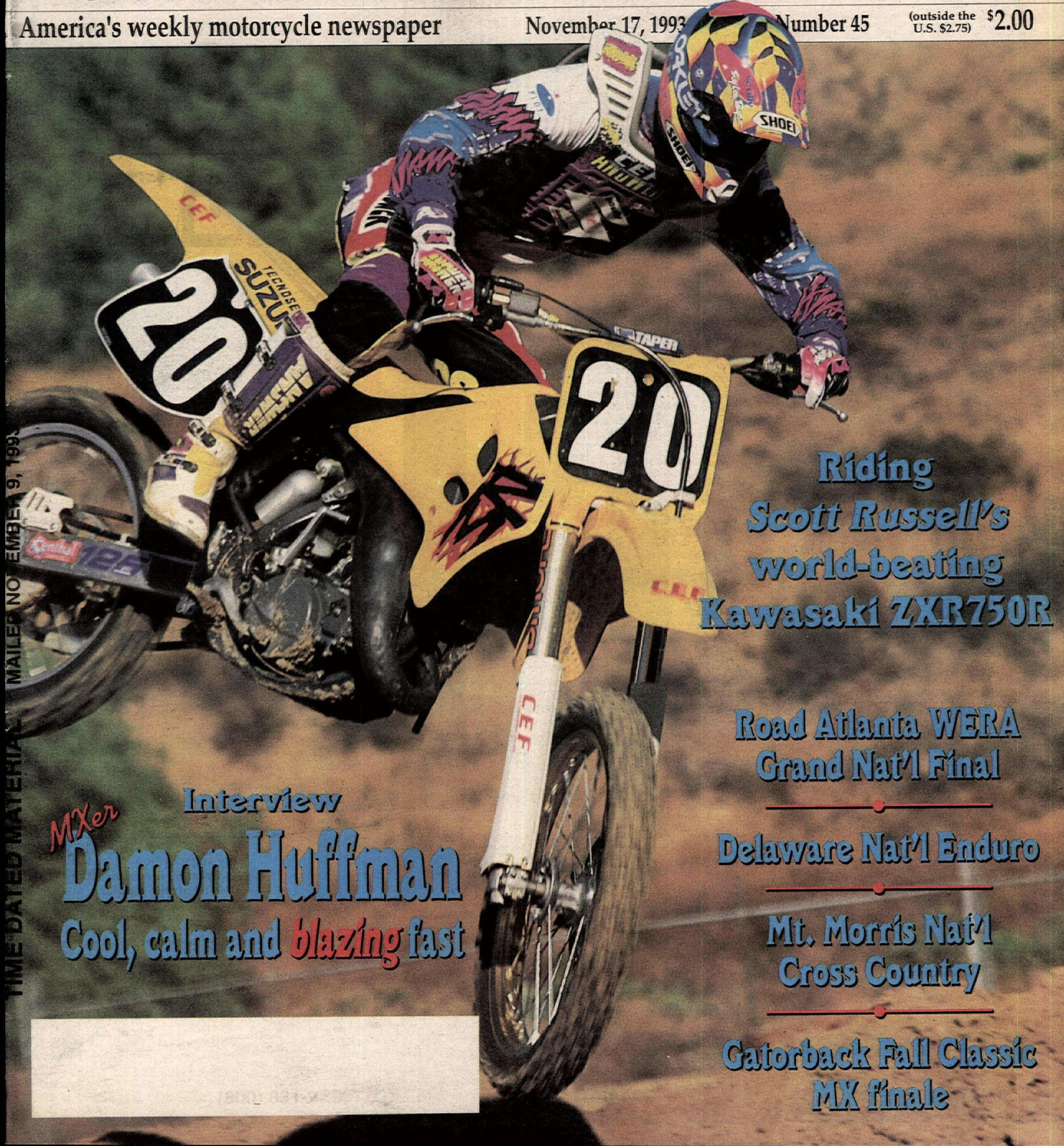
CYCLE NEWS®

America's weekly motorcycle newspaper

November 17, 1993

Number 45

(outside the U.S. \$2.75) \$2.00



Riding
Scott Russell's
world-beating
Kawasaki ZXR750R

Road Atlanta WERA
Grand Nat'l Final

Delaware Nat'l Enduro

Mt. Morris Nat'l
Cross Country

Gatorback Fall Classic
MX finale

Interview

MXer
Damon Huffman
Cool, calm and **blazing** fast

TIME DATED MATERIAL
MAILED NOVEMBER 9, 1993

IN THE WIND

By Papa Wealey

Jeremy McGrath (Hon) earned a \$50,000 paycheck with a 250cc class win at the prestigious Golden Cup Supercross in Fukuoka City, Japan, November 6. **Brian Swink** (Suz) was second ahead of **Steve Lamson** (Hon), **Larry Ward** (Yam) and **Michael Craig** (Yam). In the 125cc class, **Doug Henry** (Hon) earned the win and \$10,000. **Damon Huffman** (Suz) was second, **Mike Brown** (Hon) third, **Jimmy Gaddis** (Kaw) fourth and **Tom Clowers** (Yam) fifth.

Larry Brooks (Yam) sewed up the MTEG Ultracross title with a runner-up finish to **Tyson Vohland** (Yam) at San Francisco's Candlestick Park on November 7. **Butch Smith** (Hon), **Erick Hilton** (Yam) and **Shaun Kalos** (Yam) completed the top five. **Ron Lechien** (Kaw) was also on hand, winning the second heat race and placing seventh in the main event.

Doug Dubach (Yam) was the winner of the Vet Pro class at the White Bros. Vet World Championships, held November 6-7 at Perris Raceway in Perris, California. Dubach won both motos going away over runner-up **Johnny O'Mara** (Hon), who finished second in both races. **Jeff Ward** (Kaw) turned in 3-3 finishes for third overall. Defending Vet World Champion **Rex Staten** opted to sit out the race after riding practice and discovering several supercross-style obstacles on the track. "I'm racing in the Baja 1000 next week and I can't risk getting hurt," said Staten.

Due to what was described by racers as unsafe track conditions, the final round of the World Championship Superbike Series in Mexico City, November 7, was cancelled following a riders' boycott. Series points leader going into the event, Muzzy Kawasaki's **Scott Russell** was officially awarded the series title over Roche Ducati's **Carl Fogarty**. (For complete details, see page 8).

Former World Superbike Champion **Fred Merkel**, who recently joined the Muzzy Kawasaki USA team, chose not to ride in Mexico City, though for reasons not pertaining to track safety, or the lack thereof. "I'm riding in America next year and I'm not putting myself in jeopardy. I'm not contracted to ride this race. My contract ended after Portugal," said Merkel, whose team suffered financial difficulties late in the season. Merkel also said that if any of the teams rode on the Autodromo Internacional Hermanos Rodriguez track, it would help the circuit's chances of holding a race in 1994, a date that's already on the calendar. After the riders' boycott, which caused the cancellation of the race, there was very little sentiment among the teams to return.

Because Mexico City is set at an altitude of 7500 feet, the thin air robbed the bikes of power - the four-cylinder suffering more than the Ducati twins. Muzzy Kawasaki's **Aaron Slight** figured they were down 15 to 20% in practice, though some of that could be made up as jetting and ignitions changes were made. He complained that he couldn't spin the ZX7-R's rear tire.

Tray Batey, a racer from Memphis who competes mostly in WERA events, was in Mexico City for the second time. Batey had won a support race for last year's international on a Honda RC-30 once owned by Canadian Rueben McMurter. The bike, and two more just like it, belong to Mexican mining executive and racer **Pepe Megallanes**, who Batey met a few years ago at a WERA

race in Memphis. Megallanes, 49, splits his time between Mexico City and Memphis and rides at the Autodromo Internacional Hermanos Rodriguez every Tuesday in an open practice session. "He saw me race and invited me down here to ride in the support race," Batey said. "We decided to race in the big race this time and I had to get an AMA Superbike license, then a special one-race FIM license. I was thrilled when I got here. I'd seen guys like Russell and Fogarty in magazines, but I'd never met them." Batey was one of the eight riders who took timed practice after the majority of the riders decided that the track was unsafe. He said he felt no pressure to ride, but understood why the other riders chose not to. "They're used to riding at world-class circuits, and expect something different. I'm here to have fun and race. I race at tracks like Talladega Gran Prix, Nelson Ledges. They're not on the same level, but they don't have dogs running across the track."

Rob Muzzy arrived in Mexico City at 6:00 a.m. on Sunday morning only to find that the World Superbike race had been cancelled. "I'd been in touch with Peter (...Doyle, Muzzy's World Superbike team manager), the guys back in the states, Steve Johnson, and my secretary. I knew what was going on, but I didn't know the race was cancelled until I got here and Steve told me this morning." Muzzy was coming from Lima, Peru, where he'd gone to see an exhibition of Peruvian horses. "They're Peruvian pasos and we raise them up in Oregon," said Muzzy, who was making his first trip to Peru. Muzzy also wanted to talk with **Aaron Slight** about his plans for next year. "We'd like to have him on the team; we'd like to have him for a long time. He's done a good job for us. He's got to make up his mind. We've given him time to consider his options, now it's crunch time." Slight has been mentioned as a possible member of the Honda World Superbike team, along with several others including **Doug Polen**. Polen has said he has a two-year contract with Eraldo Ferracci and Ferracci seems intent on making him honor it, though Honda would like to have him. **Daryl Beattie** has also been mentioned as a Honda World Superbike rider, but will be riding for the Marlboro Roberts Yamaha team next year. Muzzy said that he expected to have his team set by November 15.

Craig Gleason came down to Mexico City with two motorcycles that he'd hoped to sell. One was the former Vance & Hines Yamaha FZR600 that Terry Vance had given to the family of Larry Schwarzbach after Schwarzbach's death at Mid-Ohio last summer. "Larry's father died a few weeks ago and I was hoping to sell the thing and get the family some money," Gleason said. He was able to sell the Yamaha, but was having a harder time selling his personal Suzuki GSXR750 that he'd hoped to race in the final World Superbike round. "We're still trying," he said on Sunday morning after it was announced that there would be no race. He'd arrived late on Friday and was going through tech inspection on Saturday when the morning practice session took place. Unlike several of the teams, Gleason had no trouble bringing his bikes in. "The trick is to not speak any Spanish. We got stopped a couple of times and just acted stupid. It worked." Gleason also said that his plans for 1994 were unformed, but he had a few prospects.

Noticeably absent from the final round

Grand Nat'l Championship numbers announced

The American Motorcyclist Association released the 1994 AMA Grand National Championship number line-up, and in addition to Ricky Graham taking over the number one plate, there are quite a few new names to be associated with the top 99 numbers. Dethroned Grand National Champion **Chris Carr** has elected to carry the number four plate, while 1994 Rookie of the Year **Ben Bostrom** will wear number 11 in his second season as an Expert. Take a look on down the line to see who's who in '94.



Ricky Graham

- | | | |
|-----------------------|-----------------------|----------------------|
| 1. Ricky Graham | 38. Brian Tillson | 70. Michael Scott |
| 2. Scott Parker | 39. Erik Graybeal | 71. Georgie Price |
| 4. Chris Carr | 40. Tom Trout | 72. Larry Pegram |
| 9. Jay Springsteen | 41. Brett Landes | 73. Brent Armbruster |
| 10. Greg Sims | 42. Steve Morehead | 74. Robert Crabbe |
| 11. Ben Bostrom | 43. Joe Kopp | 75. Ted Taylor |
| 12. Rex Fisher | 44. Kris Kiser | 76. John Resso II |
| 13. Mickey Fay | 45. Jim Sumner | 77. Scott Stump |
| 14. Don Estep | 46. Gary Strode | 78. Don Wilson |
| 15. Garth Brow | 47. Ronnie Brown | 79. Russ Yamamoto |
| 16. Ronnie Jones | 48. Rick Hocking | 80. Rich King |
| 17. Aaron Hill | 49. Jon Cornwell | 81. Kirk Strong |
| 18. Terry Poovey | 50. Jeff Eklund | 82. Tommy Colson |
| 19. Billy Herndon | 51. Chris Fitzhugh | 83. Michael Reid |
| 20. Mike Dillon | 52. Joe Winston III | 84. Chance Darling |
| 21. Will Davis | 53. Paul Iwanaga | 85. Chad Barth |
| 22. Keith Day | 54. Speedy Kell | 86. Robert Miller |
| 23. Kevin Atherton | 55. Ricky Henson | 87. Mike Patterson |
| 24. Bryan Villella | 56. Allon McBee | 88. Geoff Clark |
| 25. Randy Texter | 57. Rusty Rogers | 89. Kevin Varnes |
| 26. Steve Beattie | 58. Davey Durelle | 90. Clint Vahscholtz |
| 27. Dave Camlin | 59. Willie McCoy | 91. Andy Tresser |
| 28. Lance Jones | 60. Dan Stanley | 92. Rodney Farris |
| 29. Dale Jenneman Sr. | 61. James Hart | 93. Danny Koelsch |
| 30. Bryan McDowell | 62. Scott Buchan | 94. Steve Champine |
| 31. Dan Ingram | 63. Robert Buffington | 95. Matt Wait |
| 32. Mike Hale | 64. Alan Eadie | 96. Donald Paul |
| 33. Dave Hebb | 65. Jason Fletcher | 97. Rob Gette |
| 34. John Wincewicz | 66. George Roeder II | 98. Bret Beyer |
| 35. Jeff Annen | 67. Randy Roose | 99. Duane Veeder |
| 36. Steve Aseltine | 68. Robert Damron | |
| 37. J.P. Simonsen | 69. Roger Durkee | |

of the World Championship Superbike Series in Mexico City was the Fast By Ferracci Ducati team of **Doug Polen** and **Pascal Picotte**. The Eraldo Ferracci-owned team ran into problems going through customs at the U.S. Border crossing in Laredo, Texas, heading into Mexico, and the truck with the Ducatis inside was turned away. Polen immediately flew home, then jetted to Los Angeles, and boarded a cruise ship bound for, ironically, the Mexican ports of Cabo San Lucas, Puerto Vallarta and Mazatlan. Polen was originally slated to board the ship in Cabo San Lucas following the Mexico City race. "It's true, they wouldn't let the truck go through," Ferracci said on Friday, November 5. "They kept saying a half hour, a half hour; finally it stayed there a full day. I think somebody underestimated the customs people."

Former *Cycle News* associate editor **Tom Mueller** has been named vice president of sports marketing for the AMA, according to AMA President Ed Youngblood. Mueller, 36, previously served as special projects manager for Mercury Marine where he managed professional powerboat racing, national television packaging, product marketing and business communications. Prior to working for Mercury, Mueller was promotions director for Wrangler Jeans, overseeing an array of special events

including AMA Supercross racing, NASCAR auto racing, professional rodeo and the Willie Nelson concert tour. Mueller will assume responsibility of the AMA's professional racing department on December 1 and will report to Youngblood. "We are excited to have Tom Mueller joining our team," Youngblood said. "He is quite knowledgeable about the motorcycle industry, but also brings with him a wealth of experience from other forms of competition, including marine and automobile racing. We think Tom has the vision and leadership ability necessary to help us achieve our goal of making AMA racing an internationally-acknowledged form of sports entertainment." Mueller added: "Being effective in motorsports marketing involves the cooperation of everyone. We'll work hard to enhance communications with sponsors, promoters, riders and teams, the television industry, and motorcycle manufacturers so that everyone can contribute to saleable promotional programs. It's not an easy sell in today's market, and we'll need a team effort to take professional motorcycle racing to the next level."

Yamaha Motor Corp. U.S.A. has signed **Vance & Hines** to a multi-year contract for the AMA National Championship Superbike Series beginning in 1994. Superbike riders **Jamie James** and **Colin Edwards II** will ride Yamaha's

YZF750 in the series. "The relationship we have with Vance & Hines and our riders is exceptional," said Tom Halverson, race technician for Yamaha's Motorsports Group. "Terry, Byron, Ron, Jim and the entire crew bring dedication and desire to the track every race. Colin's window of opportunity is limitless - his performance during the 1993 season proved that he won't be intimidated by any of the riders on the circuit and he definitely has the will to win. We can always count on Jamie to be up front giving 110 percent, and his racing savvy is invaluable to the race set-up of the motorcycles." Terry Vance will continue to lead the team, and Byron Hines will dedicate his full attention to engine development. Ron Foster will oversee day-to-day activities as marketing manager, while Jim Leonard will continue as crew chief and Steve Derksen will join the team as head engineer. "Vance & Hines is elated to renew our contract with Yamaha," Vance said. "The results from the 1993 season are just the beginning of what you can expect from this team. We have the best crew, riders and equipment. When you combine that with the support we have from Yamaha's management, our team will be very competitive for this season."

The race results for the Honda CBR600 Series final held at the October 24 AMA/CCS Race of Champions at Daytona International Speedway were declared official on November 4 by national referee Jerry McHale. The results were put on hold when race winner **Owen Weichel** and third-place finisher **Danny Roberts** were disqualified after post-race teardowns found illegal cam modifications to their Honda CBR600s. Both riders notified officials that they intended to file appeals. According to the CCS rulebook, written appeals must be post-marked within 48 hours of the event and a protest fee of \$300 in cash or money order must also accompany the appeal. Although both riders submitted appeals, both missed the deadline and both submitted checks rather than the approved method of payment. The official top five are as follows: 1. David Estok; 2. Mike Murphy; 3. James Leslie; 4. Brian Gibbs; 5. William Knox.

It now looks as though Australian **Daryl Beattie** will join Team Marlboro Roberts Yamaha for the 1994 500cc World Championship Road Race Series. Beattie finished third in the 1993 500cc World Championship on a Rothmans Honda in what was his first full season of GP racing, but lost his ride when Rothmans pulled its sponsorship from the team. Beattie will join Italian **Luca Cadalora** on the **Kenny Roberts**-owned team.

The **Fosters' Australian Grand Prix** has been voted "Best Grand Prix" by International Racing Teams Association (IRTA) for the 1993 season. The event held at Eastern Creek near Sydney, Australia, on March 28, was awarded the most points in the annual poll conducted by teams competing in the World Championship Road Race Series. The Australian event topped the Italian GP at Mugello by just two points in the voting with three circuits tying for third place - Catalunya (Spain), Donington Park (England) and Suzuka (Japan). Eastern Creek joins the following past winners of the award: Silverstone (England), Hockenheim (Germany), Nurburgring (Germany), Assen (Holland), Suzuka (Japan), Donington Park (England), Jerez (Spain), Catalunya (Spain). Donington Park has

won the award twice, in 1989 and in 1991.

Frenchman **Yves Demaria** will join Italian **Alessandro Puzar** and American **Tallon Vohland** on the Vecchis/Pepsi Honda Team for the 1994 World Championship 250cc MX Series. Demaria, who finished second in the World Championship 125cc MX Series this year, turned down a deal to compete on the Eric Geboers' HRC Honda team. That spot is now rumored to be filled by former 125 and 250cc World champ **Trampas Parker** of Shreveport, Louisiana.

Anyone interested in joining AMA Grand National Champion **Ricky Graham** and his friends in a barbecue celebration of his third Grand National Championship are welcome to do so. The event will be held at the Swiss Rifle Club on LaGloria Street in Gonzales, just a few miles south of Salinas, California, on Highway 101. The barbecue (bring a \$5 donation) will run from noon to 4:00 p.m. on Saturday, November 13. For more information contact Chris Buckner at Salinas Yamaha at 408/422-3232.

Rodney Fee, Chris Rogers and Christopher Waller will ride Honda RS125s for the Sammy Tanner-managed Grand Prix Imports team in the 1994 WERA Pro Series Formula III class. Fee also plans to compete in several WERA Pro Series Formula II and selected AMA 250cc GP events aboard a '94 Yamaha TZ250, prepared by Harry Okuda.

According to Joel Smith, general manager of San Bernardino, California's Glen Helen Raceway, three-time National champion **Marty Smith** is in the process of designing an all-new motocross track in a previously unused portion of the park. Plans for the track include jumps, whoops and a lighting system for night use. As always, both existing MX tracks are open for practice on Thursdays and Saturdays. For more information, call 909/880-3090.

Television producer **Pete DeLasho** has been named the latest recipient of the **AMA Hazel Kolb Brighter Image Award**, which is bestowed on individuals and businesses that portray motorcycling in a positive light in the media. DeLasho produced "Roadhog," a 30-minute documentary that explores the attraction of motorcycling to young people through the views of motorcycling musicians like Jon Bon Jovi, k.d. Lang and Lou Reed. "Roadhog" was broadcast several times on MTV. "The program's use of music and images addresses the 20-something crowd very effectively, and that is an audience motorcycling has had a hard time reaching in recent years," said AMA president Ed Youngblood. "We applaud Mr. DeLasho's positive and insightful view of motorcycling."

With the absence of the now-defunct Barstow to Vegas Hare and Hound, what's a motorcycle racer who's eaten too much on Thanksgiving to do? Race in the **3rd Annual Fallon to Lovelock Hare and Hound**, what else? For more information about the November 27 point-to-point race through northern Nevada, call 702/358-5905 or 208/342-3910.

Joe Scalzo, the man behind our Time Remembered features, was a busy man during the recent fires that engulfed southern California. Scalzo is a 10-year member of the Sierra Madre volunteer fire fighters, and he helped fight the

National Hare Scrambles title to Summers

Honda's Scott Summers (right) tied up his third National Hare Scrambles Championship with an overall win at the final round in Wickenburg, Arizona, November 7. Sportcycle Yamaha's Jan Hrehor actually held the overall points lead coming into the race, but with "throw-away" finishes taken into account, the real points battle was between Summers and defending champ Scott Plessinger.

Summers, on a Honda XR600, took over the lead on the third of five, 20-mile laps on the fast and dusty course, and held it to the end to secure the title. KTM riders Destry Abbott, Leigh Lettelier and Plessinger finished second through fourth, respectively, with Hrehor completing the top five.

Summers put on a late-season charge to earn the crown, after missing races with separate injuries to his shoulder and wrist.

"This (title) feels about the same as the first one I got," said Summers. "It was a really tough season with all the injuries and everything, and I'm just ecstatic to be there in the end."



devastating fires in Laguna Beach and Sierra Madre.

Armando Carrasco of Too Much Fun Promotions has announced the dates for the **1994 LaPlaya GP Series**, held in the sand dunes near Cantamar, B.C., Mexico. The five-round series will be held February 27, May 22, August 14, October 2 and December 4. For more information call 011-52-661-2525.

Former 250cc World Champion **John Kocinski** visited the Bell Helmets office in Irvine, California, on November 5 to discuss, among other things, the new M1 Series John Kocinski replica. Kocinski, who helped in the design of the helmet, cited air leaks, wind noise and fogging as his three major concerns with helmets. He says the Bell, which is made in the company's 50,000-square-foot facility in Luca, Italy, does a good job with all three: "It's the only helmet I've ever worn that doesn't have air coming in to distract my vision. And I've never had a fogging problem with this helmet. Another thing I like about the Bell is that if I ask for four helmets, I get four helmets that are all the same." According to Bell, the Kocinski replica helmet weighs 1400 grams (49 ounces). The Kevlar/fiberglass helmet in a Kocinski replica will retail for \$329; the helmets are currently in production and will be available in late December, early January.

Kocinski also discussed his recent signing with **Cagiva** and the addition of tuner **Kel Carruthers** to the team. "I'm happy; they're a good bunch of people," Kocinski said. "I did four races, or three-and-a-half races, with them this year and they made me feel really welcome. I've never experienced that before in a team. When I ask them for something, they never ask why. They did things I've never seen people do before. At the second test session, the gas tank was too long. I told them and a guy took it out in the parking lot and sawed it in half and re-fiberglassed it. He even painted it - right then, in two hours...it was great. For a while the Cagiva went through a stage where the reliability wasn't there. The important thing now was that the Cagiva was there every week when I rode it. The bike never broke. I think this year we really surprised a bunch of people. Now Cagiva is not satisfied with just winning races. We've got to win more

than races - we've got to be there all the time. I'm confident. We're competitive now and they're looking forward to next year as much as I am. I talked to Kel (Carruthers) throughout the year a fair amount. I think he really wanted to come back to the 500s. Unfortunately, as it turns out, Kel will be working with Doug (Chandler). But it all helps. He was with Yamaha for a long time and he was also with Honda for a few years. I think for sure if we've got a problem, he'll be able to fix it a lot quicker."

According to Kocinski, there is no friction between himself and teammate **Doug Chandler**. "When I first came to the team for the four races, I just took what they gave me," Kocinski said. "How they structured the team wasn't up to me. I said 'hello' and shook Doug's hand because I was the one coming into the team. I made the effort - he just never talked to me from then on. I never said anything, I just went about my business. I'm looking forward to having a good year with him next year. Hopefully, we can get on better communication terms this year and work together."

According to Kocinski, team boss **Giacomo Agostini** recently had a ride on the Cagiva at Mugello in Italy. "I asked him if he dragged a knee and he said no," Kocinski said. "I find Ago very helpful. He's not stupid or he wouldn't have won 15 World Championships. He surprised me with what he knows. He takes care of things and he's very helpful. I haven't had much fun with previous teams I've worked with, but I do with this one."

Kocinski has also made the transition between his former management company, International Racers Inc., and his present manager **Dave Stevenson**. "I just wanted my things back and they wouldn't give 'em back," Kocinski said. "After some time passed and some pressure was applied, they turned my things over. I don't have any hard feelings or animosity towards anyone. I wish them all luck. It's all in the past."

CORRECTION: In a headline in our "Events" section last week, we inadvertently had Terry Poovey winning a half mile race in "Wichita," when it should have read "Devil's Bowl Speedway," which is located in Mesquite, Texas. **EN**

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ON THE FRONT PAGE:

Motocrosser Damon Huffman is one of the sport's most promising up-and-coming racers. At just 17, the Team Suzuki rider predicts that he will be the next Western Regional 125cc Supercross Series champion. See page 6 for an interview with Huffman.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXX

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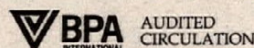
Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for \$50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), \$50.00; two years (100 issues), \$95.00; six months, (25 issues), \$26.00; trial sub (15 issues), \$19.00. Canada and Foreign, one year (50 issues), \$90.00; two years (100 issues), \$175.00; six months (25 issues), \$45.00; trial sub (15 issues), \$38.00.

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Printed in U.S.A.

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VOICES Letters to the editor

Dutch farming

What on earth could possibly be tougher than the ISDE in Holland?
Harvesting that corn!

Pete Rajek
Merrill, WI

Thanks from Gunny

Now that I'm finally drying out from Holland, I'd like to send my congratulations to the whole U.S. team of riders and support personnel at this year's ISDE. The riders endured a lot with the tough weather conditions and terrain, but the supprt was tough, too. The check crews had to get to the checkpoints without directions and they had often changed locations before the riders arrived - what a year!

First off, a special thanks to the following companies that supplied products and/or money to the team: Arai Helmets for donating a team helmet to every rider; Fredette Racing Products for handsavers; Bel Ray for all the lubricants; Metzler Tires; FMF, who sent silencers, people and a truck with awnings for the Parc Ferme; Acerbis, USA; Link Racing, Inc. for drink bottles; and Scott and Franco Goggles. I'm grateful to Franco Acerbis, who had his employees help a couple riders get their bikes quiet enough to make it through tech late Friday night so they could impound.

Now thanks to the many people who used their vacation time to help our riders: Beaze Valencia who organized the Parc Ferme crew; Bob and Eileen Krause, Doug Groff, and Dan Osborne, who handled all the gas and tire requirements; Ted and Evelyn Noviki, Bruce Wakely, Ted Swartz, Don and Iris Rhodes, Chris and Diane Hardy, and Bill and Bev Peiser who handled the key checkpoints and procured the pit supplies; and the team doctor, Dr. Rick Hill. Then there's the past riders who came as managers and helpers: Charles Halcomb, Drew Smith, and Dwight and Debbie Rudder. And thank you to all the unnamed family and friends that jumped in to help.

Thanks also to Hugh and Connie Fleming, Roger Ansel, and Debbie Sheldon from the AMA for all of their help. Now prepare for Tulsa - next year it will be our turn!

Gunny Claypoole
Beaverton, OR

Speedway help

Sam Ermolenko makes some good points in the October 27th issue. Speedway racing does lack newcomers, and junior programs could be one way of addressing the problem. But I doubt that junior programs, alone, are enough. One problem with speedway is the lack of a national foundation on which to build. Any racing series of consequence owes its existence and success to a thriving, grass-roots racing community. Local racers competing on local tracks, supported by local fans. This is where newcomers are traditionally welcomed and trained. Unfortunately, for the would-be speedway racer or fan living outside of southern California, few opportunities exist. If sanctioning bodies are unwilling or unable to build a strong national base, speedway will remain merely a regional curiosity, if it exists at all.

Surely there are enough race tracks, racers, and fans in this country to support this classically American, sideways style of racing. All that's missing is an organization with a national name and presence to take the lead.

This would seem like a job for the AMA, but the AMA chooses to remain virtually invisible when it comes to speedway racing. Why can't grass roots speedway racing get the attention it desperately needs?

Ray Schwellenbach
Manhattan, KS

Good job, Pomona

I would like to say, "Good job," to promoter Chris Agajanian for the October 9 Pomona Half Mile. I flew in from New Jersey to see the races, and to visit our son and daughter-in-law. Thanks to Orange County Harley-Davidson for selling us excellent tickets. My son and wife had never seen a dirt track before, and I had never seen a race run so well. On time and no delays!

I just received my Cycle News that had the '94 series dates, and there's no Syracuse Twin Miles. What happened?

Tex and Marie Bailey
Bloomingdale, NJ

Event promoter Mike Kidd reports that he has lost money for the past two years that he has promoted the double-header, and saw no potential for growth in the future. "I expected to lose money in the first year, but I had hoped to at least break even the second year and I didn't," said Kidd. "There's a lot of factors that I won't elaborate on, but probably the biggest is the lack of dirt track in the area."

Tex, we, too, will miss the Syracuse Twin Miles; two great races in two days is hard to beat... Editor.

Wanting trials

Thanks for all the great trials coverage recently. Great pictures, interesting quotes and helpful details make it the best trials coverage in the U.S.

Dave Polsan
West Palm Beach, FL

We want it all

Congratulations and a big thank you to Dave Despain, Larry Maiers and Bill Werner for bringing AMA Grand National Championship dirt track to television.

Unfortunately for the viewers, however, we have been short changed. Of the nine, one-hour long shows telecast thus far, six have been shortened in length by ESPN, anywhere from five to 20 minutes - the worst being the Sacramento Mile which was reduced to an embarrassing 30-minute show.

I understand that the live football telecasts that precede the races have a tendency to run late and that can't be helped, but why not cut into the following programs equally? Instead of cutting into half of the race coverage, why not split the over-run from the football games up into the next three or four programs?

Despain and his crew have brought to us professionally-done coverage, but unfortunately the telecasts are rarely seen as they were meant to be - in their entirety. At least we have our Cycle News.

Kevin Howard
Turlock, CA

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**What's
New?...**

- ★ Airtime- The Thrills of Supercross (1992 AMA Camel SX Season Review)
- ★ 1993 Japanese Grand Prix
- ★ 1993 Spanish (Jerez) Grand Prix
- ★ 1993 Austrian Grand Prix
- ★ 1993 German Grand Prix
- ★ 1993 Dutch (Assen) Grand Prix
- ★ 1993 Isle of Man T.T.

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axon '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; M.L. Morris '91 w/Stanton vs. Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maier; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA. Jeff Stanton, J.M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasovich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fillee beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - While Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 88th running of the TT. Unsurpassed race footage plus on-board cam-

eras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo.

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.'s Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillips. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
The "Music Video"!! All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, down-outs, loop-outs, endos, and a cast of thousands - the Mud Wars! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motor sports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indy cars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hallwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hallwood on the ill-fated 500 Honda-4 doing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes from Halmar Video.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Hurlingham circuit, with Geoff Duke's fabulous 4-cylinder Gileria battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hallwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitely Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidekick racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Pamela Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Merv Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hallwood - Champion
Follow Hallwood's outstanding career from win-

ning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Osceola's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today. Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldorf, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid." See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's "Motivation"
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matanzattack Video"
Follow "The Chicken" Jeff Matiasovich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

DRAG RACING

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video.

(#14) Harley Davidson: The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motorcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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INTERVIEW

Motocrosser Damon Huffman

Only a lad



By Donn Maeda

When Team Suzuki's Damon Huffman sailed across the finish line victorious at the Pasadena Rose Bowl Supercross, the season was effectively over for the rest of the 125cc Western Regional Supercross Series racers. No, it wasn't Huffman's first win - that came at Anaheim Stadium several weeks earlier - but more importantly, the win answered an important question that had been stirring in the 17-year-old's head.

"Even after I had won my first race at Anaheim, I still wasn't sure if I was really one of the fastest guys," said Huffman. "Even my mechanic, Mark Johnson, wouldn't let me have my trophy from Anaheim until I won again. He wanted to make sure that my win wasn't a fluke. My win at the Rose Bowl answered that question and gave me a lot more confidence."

Armed with his new-found confidence, Huffman went on to trounce his competition at the remaining two rounds of the series in convincing, start-to-finish fashion. After starting the season with somewhat mediocre (for him) finishes, Huffman gained both speed and technique as the series wore on before breaking the ice at Anaheim. Had it not been for his "slow" start, Huffman would have been a major player in the series title chase. At the series' end, Huffman sat third behind his factory Suzuki teammate Phil Lawrence and series champion Jimmy Gaddis of the Hot Wheels/Splitfire Kawasaki team. Huffman won four times, while Gaddis and Lawrence only enjoyed one win apiece.

"Jimmy Gaddis won the title because he was consistent. He only won one race, but he got the title because he didn't have any bad races," Huffman said. "I had a few bad races early in the

year, and that's what held me back in the end. By the end of the series, I had a lot more confidence and I knew when I arrived at the track that I was the fastest guy and that there was no single reason that I shouldn't win."

The fastest, indeed. While many of his eight-liter class rivals struggled at the last three rounds, Huffman displayed a smooth and effortless riding style that saw him pull well away from the field.

"Ever since I was little, people used to tell me what a smooth riding technique I had," said Huffman of the seemingly error-free riding style which has carried him to numerous wins and amateur National championships. "I've never taken a riding school; my only teacher was my father. I've been able to develop my riding style through lots and lots of riding."

Like many of today's top racers, Huffman began riding at an early age. The son of Dave and Karen Huffman, Damon first got on a bike at age five, when Dave bought him a Suzuki JR50.

"My dad was a pretty good desert racer," said Huffman. "He bought my sister Melissa and me a pee-wee bike so that we could go riding with him."

Like father, like son. Following in Dave's footsteps, the next natural step for Damon was to enter a race, and he did so at age seven. "I really don't remember anything about racing pee wees," said Huffman, who went on to capture several amateur National titles before moving up to the 60cc class a few years later. "But I've heard a story about my mom looping out my pee wee when she was warming it up."

It was on the larger 60cc minibikes that Huffman got his first taste of stadium supercross racing. "I have this picture of myself at the 1987 Anaheim Stadium Amateur Day," Huffman said. "I'm going over the finish-line jump and I'm almost looping out, but I have my

head way over the bars. I can kind of remember that jump, and I liked racing in the stadiums ever since then."

After winning a few titles aboard a 60, Huffman grew into the 80cc class and competed as a member of the then-powerful R&D Suzuki team for two years before being recruited by Kawasaki Team Green in 1990. During his three-year stay in the 80cc class, Huffman captured numerous titles before moving up to "big" bikes in 1991.

"I was getting pretty big for 80s in '90. My knees were starting to hit the bars and all that stuff," Huffman said. "I was pretty anxious to get on big bikes. I remember looking in a magazine to see what the new Kawasaki 125s looked like and getting real excited."

"It didn't take too long for me to adjust to the 125s and 250s, but I did have to learn a lot about how the bigger machines handled. In my first year in the 125 and 250cc Intermediate classes ('91) I won just about everything - the World Mini, Lake Whitney and Ponca," said Huffman. "I remember that I either won or almost won every moto that I entered. It was fun picking up all those trophies, but I used to feel kinda' guilty because I was taking all of the first-place ones. I was real anxious to turn pro."

Huffman made that jump near the end of '91, and scored the win in his first-ever pro race. "I beat Erik Kehoe in the 125cc Pro class at the Trans Cal National at Barona Oaks," Huffman said. "I won \$200. That was a lot better than those little plastic trophies! Racing took on a whole different meaning after that. Now there was a better reason to race. My dream goal since I was little was to become a factory rider. It wasn't until that day that I actually thought I could really be one."

At the end of that year, Huffman was forced to make an important decision.

"Team Green wanted me to stay amateur and race the Mickey Thompson

Series and the Amateur Nationals. I had raced that stuff all of my life and I wanted to move on," said Huffman.

It was then that Suzuki came into the picture. "I signed a one-year support contract to race the 125cc West Coast Supercross Series and whatever Nationals I could make it to," said Huffman. "I was really excited."

"I learned a lot that next year. My first race was at the Houston Astrodome. Everything was so different. I was used to being at the amateur races where everyone knew me, but suddenly I was at a real pro race and no one had even heard of me. It was a big change."

That year, Huffman's best finishes were a pair of fifths, but many of his hometown fans will remember that he was running a strong third at Anaheim before suffering a seized lower end. "I had gotten the holeshot and led part of the first lap before McGrath and Buddy Antunez passed me," Huffman said. "But after that I was comfortable in third. I remember that my throat was real dry and I was a little nervous. Then my crank let go. I was really let down."

A few weeks later, Huffman again grabbed the holeshot and led the first lap of the San Jose Supercross 125cc main. "I came around in first and my throat was really dry again," said Huffman. "My dad stuck the pit board right in my face and when I looked over at it I lost my line. I hit some braking bumps and swapped into a double and crashed."

Despite his mishaps, Huffman finished the series sixth overall and left quite an impression on his Suzuki employers. "Tosh Koyama from Suzuki called me up one day and offered me a full factory ride for '93 - bikes, a mechanic, a box van and a salary - the whole works. It was so much more than I ever expected that my parents and I rushed down to Suzuki and signed right away," said Huffman. "Looking back

now, I was probably the lowest paid factory rider out there, but I didn't know any better. I had finally gotten my dream of being on a factory team."

Though Huffman was glowing inside, he was forced to keep his new contract a secret for several months. "That was really hard," said Huffman. "I signed in July, which is really early. Suzuki asked me not to tell anyone until the team was officially announced."

"There was definitely a lot more pressure on me to perform at the start of '93. It was a big change. Before, I was a support rider and I parked near the factory team, but I was still outside of the main Suzuki pit area. Now I was inside, and it felt like everyone was looking at me."

Along with his factory contract came a full time factory mechanic, and for the first time ever, Dave Huffman didn't spin the wrenches on his son's machine. "I think it was harder on my dad than it was on me," said Huffman. "He's been my mechanic all of my life, and now someone else was doing his job."

Once the owner of a successful carpet cleaning company, the senior Huffman abandoned his business to tune Damon's machines full time when he was still competing aboard pee wees. As Damon's machines gained the reputation of being the fastest on the track, Dave suddenly found himself filling more and more requests to modify machines for others and eventually opened his own race shop - Cycle Engineering Factory.

"This year was the first time that I raced bikes that my dad didn't build," said Huffman. "My mom told me that the first weekend that I was away at a race, my dad did things around the house that he hadn't done in over 10 years."

The '93 series started rather slowly for Huffman as he finished sixth at the series opener, but only a few days later the newest member of the factory team broke the ice with his first win at Anaheim Stadium.

"At first, I used to wonder if I should have really been there - on the team," said Huffman. "But after I won Anaheim I started to feel as if I really did deserve it."

At that race, Huffman started second but wasted little time chasing after early leader Gaddis. Huffman made the pass for the lead early in the race and quickly established a lead that would grow considerably by the race's end.

"My throat got real dry as soon as I got into the lead," said Huffman. "It was strange, all during practice and in my heat race I wasn't jumping this big triple, but I did it on the second lap of the main and every lap after that. I saw Gaddis do it and I didn't know how close Lawrence was, so I figured that I should do it every lap. Once I got into first, everything just went real smoothly. I didn't get tired, but I caught my mind wandering towards the end of the race. I was thinking, 'Should I do a one-hander or should I whip it on the last lap?' Then I realized that I wasn't concentrating and just put it out of my head. I ended up doing a thumbs-up to the crowd over the triple and a clicker at the finish."

"I was so excited and proud of myself after I won. That night on the podium is where I learned that champagne burns when it gets in your eyes. It was funny; Phil had to help me with the bottle and kinda tell me what to do with it. Then he and Jimmy doused me with theirs. After the trophy presentation, I remember I ran all the way up to my box van to get a jacket, then up into the



stands where my family was."

Though Huffman ranks that night as the brightest spot in his young career, he was - as usual - quiet about the whole affair when Monday morning rolled around.

"I wouldn't say that I'm shy, but I will admit that I'm a pretty quiet person," said Huffman. "I don't like to brag about my racing. My friends know that I race and I guess you could say that I let my friends do my bragging for me."

"A lot of people knew that I was going to race at Anaheim, and the next day they asked me how I did. When I told them that I won, a lot of them acted like they didn't believe me. All of the kids that knew I raced didn't really know what level I competed at. They would say, 'You're on Team Suzuki, so does that mean you get a free bike?' When I'd tell them that it was more like six or seven (bikes) they would just say, 'Yeah, right.'"

Quiet by nature, Huffman did little to voice his displeasure at the next race in San Diego when he and his teammate Lawrence collided and Huffman ended up on the ground. Instead, his friends did the complaining for him. It was not the first time that the two had come together, as they had a similar encounter in their heat race in Anaheim.

"There was a bit of friction between Phil and me for a little while, but we're past all of that now," Huffman said. "I think it was a case of the older factory guy showing the new kid who was boss. When he stuffed me at Anaheim that was the first time since I turned pro that

I had been rammed. I learned to be more aggressive after that."

After crashing in the San Diego main as a result of the aforementioned collision with Lawrence, Huffman went on to crash again in the Seattle Supercross main while dicing with Gaddis for second.

"I was having a lot of bad luck, but there was a long break between races in April," Huffman said. "I came back at Dallas and approached it like it was a chance to start all over again. I finished third there and it was a combined East and West Coast race. That pumped me up again and I won the next race at the Pasadena Rose Bowl."

Huffman admits that he had a bit of extra incentive to win at the Rose Bowl. "A few days before the race I met a girl - one of my cousin's friends," Huffman said. "She came to watch me race, and well... she was so gorgeous that it gave me an extra reason to win."

"Winning the Rose Bowl race really gave me a lot of confidence. I had proven to myself that Anaheim wasn't a fluke, and that luck wasn't a big part of my first win. After that, I approached each race with a different state of mind."

With that, Huffman was seemingly unstoppable at the final two races and posted runaway wins at San Jose and Las Vegas. At San Jose, Huffman led every lap and enjoyed a 36-second lead at the finish after lapping up to fifth place, and at Vegas pulled off a similar feat after passing Gaddis for the lead on lap one.

"At that point, I was wishing that the series was longer," said Huffman. "Now that the season is over, I'm looking more

towards supercross than outdoors for next year."

When asked why, Huffman replied, "I guess because it's more prestigious. It's a whole different type of racing; it's quick and exciting. It's more of a show, really, and it's a lot easier than outdoor races. Since they're usually at night it's cooler, and the races are also shorter."

After capping off the '93 series with such stellar performances, Huffman was the man in demand when it came time to negotiate new contracts for the '94 season, and entertained several offers from other factories. "I was talking to Honda, and they were offering a lot of money," said Huffman. "But I decided to stay with Suzuki because I felt comfortable where I was and they also gave me a better deal."

Signed with Suzuki for the next two years, Huffman will contest the 125cc Western Regional Supercross and 125cc National MX Series in '94, and compete in the 250cc Supercross rounds that don't conflict with his 125cc rounds.

"I'm looking forward to riding a 250," Huffman said. "If I win the 125cc title this year I hope to move up to the 250cc class in '95, but that, of course, is Suzuki's decision."

This winter, Huffman plans to prepare in the off-season by riding, riding and riding. "I don't really have a set training program," Huffman said. "I usually just try to ride three or four times during the week and race on the weekends. I don't lift weights or anything; I think that if I did, my arms might start to pump up or something. I ride my mountain bike once a week or so, and when I'm on the road I might run. As far as an everyday routine, all I do are sit-ups, push-ups and pull-ups every morning."

And how does Huffman spend his leisure time?

"I like to go out to the desert and spend a whole day just jumping," said Huffman. "I like to see how far I can get the bike laid over and how far I can push myself. I don't really like to show off during races, though; I worry about looking dumb. I just like to go out and whip it for myself."

When he's not on a motorcycle, Huffman can be found swinging - clubs, that is. "I've been playing a lot of golf lately," Huffman said. "I think it's pretty relaxing, and you don't have to think about riding at all when you're out there. I'm to the point right now where I'm a 16 or 17 handicap. It's a lot of fun."

But what about parties, friends, and wild times? Huffman credits Darrin Hoefft, another southern California pro motocrosser, as one of his best friends and training partners, but says that parties have never been high on his list of priorities.

"I'm not into the partying scene, and I never have been," said Huffman. "In high school, I always had two sets of friends, one that I hung around while I was at school, and one away from school. As far as right now, racing is my job and I have to concentrate on that, not parties."

And what are young Damon's intentions in '94?

"I'm out to win the 125cc Western Regional Supercross Championship, that's obvious," said Huffman. "But what I want to do is win every round. I definitely think I can do that, considering the way I ended '93."

A bold statement, indeed, but unlike many outspoken young up-and-comers - Huffman has already proven that he can walk the walk after talking the talk. **CN**

ROAD RACE World Championship Superbike Series: Final Round

It's official; Russell is champ

By Henny Ray Abrams

MEXICO CITY, MEX, NOV 7

It wasn't exactly the ending that he'd hoped for, but Muzzy Kawasaki's Scott Russell claimed the World Superbike title in his first year of trying when the FIM cancelled the final race after a successful riders' boycott due to unsafe track conditions on the Autodromo Internacional Hermanos Rodriguez in Mexico City.

Trouble had been building all weekend: problems with the track, with customs, and with getting the machinery and equipment into the country cast a darkness on the event. The final straw came on Saturday afternoon after a number of riders, including Russell and Roche Ducati's Carl Fogarty, Russell's only title competition, inspected the track and found it woefully lacking.

"Me and Scott went out in the car and halfway down the straight we looked at each other and said, 'No way,'" Britain's Fogarty said. "It's up to me isn't it? But the stuff you don't notice on a bike, you notice in a car. It means I lose the world championship. I had hopes of winning, now there's no f—ing hope."

"We're not racing," Russell said, after the boycott meant that he had won the title. "There's just no track control. How can they hold a race? There are little kids in the field down there; there are three baseball games on the edge of the track; there are soccer games; there are kids walking in the run-off areas. It's over. We've been up and down too many times."

After Saturday morning's untimed practice, when Russell's teammate Aaron Slight nearly hit a stray dog on the circuit, and Russell almost hit a car that was about to pull out on the track, all of the riders signed a letter stating they believed the track was unsafe. Changes were promised for the afternoon practice, but, according to various riders who inspected the track, none were made and the majority of the riders chose not to take part in timed practice late in the afternoon. Eight riders went out for the 50-minute session, two more than are needed for a World Superbike race to be held. But the FIM decided at a jury meeting on Saturday night that it would be cancelled as a World Superbike race.

"Basically, it said we wouldn't ride

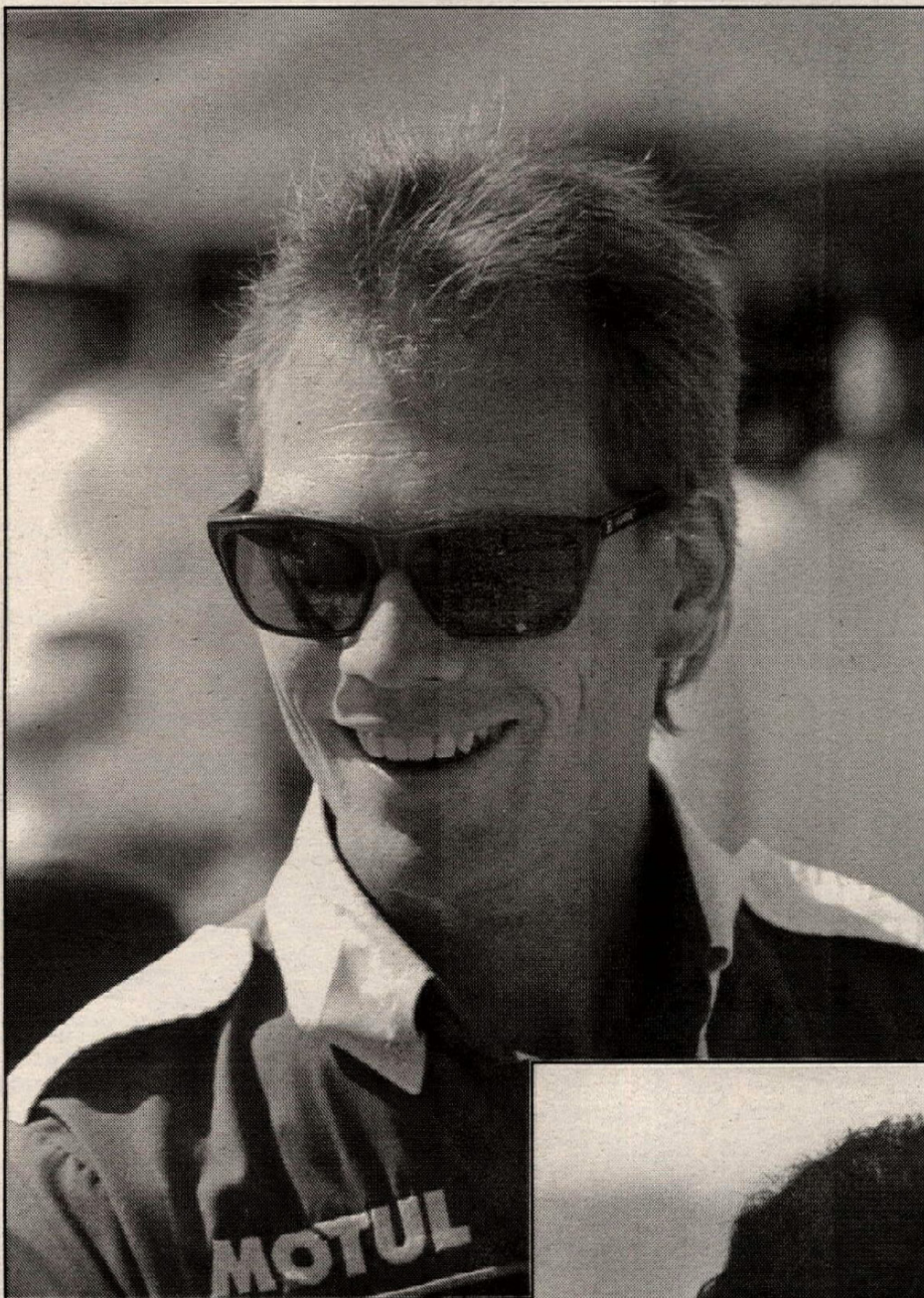
unless the conditions improved," Russell said. "We're not at the Isle of Man."

That the boycott facilitated the title was something that didn't bother the Georgian.

"I was going to win it anyway," said Russell, who needed only a fifth place finish in either of the two races had Fogarty won both. "I wanted to win it here. I was fastest in practice."

The final point count for the 13 race series has Russell with 378.5 and Fogarty with 349.5. New Zealander Aaron Slight, Russell's Muzzy Kawasaki teammate, ends the season third with 316.

Though the circuit has hosted international motorcycle races in the past, this was the first time a World Superbike race had been held here and the circuit and the organizers failed miser-



FILE PHOTOS BY JOHAN VANDERKROHVE

(Left) Scott Russell was declared the 1993 World Superbike Champion when the Mexico City round was cancelled. Riders boycotted the event due to what they felt were unsafe track conditions.

(Below) Brit Carl Fogarty, who was one of the riders who initiated the boycott, finished second to Russell in the series point standings.



ably in meeting world championship standards. Customs problems caused delays in machine and tire delivery and also prevented the Fast by Ferracci team from entering the country. After being stuck at the border, along with a Dunlop truck and a Muzzy Kawasaki truck, Ferracci's crew headed back home, leaving Doug Polen and Pascal Picotte without bikes.

Had their bikes arrived, they would have faced numerous perils once on the 2.49-mile track which is built in the middle of a municipal recreation area. Soccer balls flying errantly onto the track, stray dogs, joggers, unsupervised traffic, and baseball games all conspired to make this the worst world superbike race ever attempted. In the end, all those forces also brought about its demise.

Roger Edmondson, who heads the AMA's road race program, served as the FIM Jury President here for the first time. He agreed with Russell that the riders' safety could not be assured.

"With a facility this size, there is no guarantee something can't happen," he said. "It's a difficult situation and I can appreciate the riders apprehension and concern."

"I can't speak for the FIM because this is the first time I'm the president, but the riders have to make up their own minds. When riders conspire together, that's another matter."

The problems began well before the race started. The Muzzy, Dunlop, and Ferracci trucks arrived on Monday,

November 2, to cross the border at Laredo, Texas. They had been assured by the organizers that they would get a police escort for the long trip to Mexico City. Dennis Smith, who was driving the Dunlop truck from their West Coast headquarters in Torrance, California, met with a customs broker on Monday and was told to wait. The customs agent allegedly told Smith that he would be bringing a letter from Mexican President Carlos Salinas de Gortari which would guarantee their entry.

On Friday, the Ferracci truck left, leaving Polen, who was already in Mexico, without a ride.

"I don't understand why," Polen told the English language newspaper "The News" after being asked why his truck was turned away. "Madonna (who is giving a concert in an area on the inside of the circuit on Friday, November 12) uses half of my trailer for her equipment, and all her other trailers have been allowed to enter the country." Several teams were told that American

trucks over three tons are not allowed in the country. The Muzzy team was told they could use their tractor, but would need to transfer their cargo into a Mexican trailer.

Soon after Ferracci's truck left, the Muzzy truck departed, leaving Smith alone. Though he was guaranteed a police escort, Smith was skeptical and didn't want to make the trip alone. He drove to the San Antonio Airport and put tires on two flights, one to Mexico City, and one to Dallas for forwarding to Mexico City.

Back in Buffalo, Dunlop's Jim Allen was apprised of the situation and made arrangements to check 17 tires as luggage, a number sufficient to supply the Muzzy Kawasaki team. As soon as he landed in Mexico City, the tires were impounded in customs, along with the better than 300 tires that had arrived by air. They were cleared out of customs on Friday at 8:00 p.m. and Dunlop took possession of them at 6:30 on Saturday morning.

Jean Herise, Michelin's man on the world superbike trail, had fewer problems, though at a cost.

"We started a long time ago and we sent the tires by plane from France a week before the race," Herise said about his supply of 500 tires. "Our agency sent someone here. We brought the tires here Monday. Even to import them temporarily, you have to pay taxes. We were supposed to get a box of clothes that we never got. The problem here is you have to pay. This country does not accept ATA carnets." In addition to paying the taxes, all the tires have to be accounted for and taken back out of the country.

The delivery of the motorcycles wasn't any easier. They arrived by plane and were to be released on Tuesday night. Then it became Thursday night, and they finally cleared customs at 4:00 a.m. on Friday morning. The organizers were forced to cancel the morning practice session and ran one in the afternoon. Because of the delay in getting tires, Russell went out in Friday's untimed practice on hand-cut slicks, setting the fastest time despite some serious reservations about the track.

"The guys complained that the track was slippery and dangerous," Muzzy's team manager Peter Doyle said. "Scott nearly hit a truck and Aaron just missed two dogs. We understood that the circuit was supposed to do some work. They were going to take down a building on the back side. Nothing has been touched."

The track is set in a large urban recreational area where various sports, including soccer, baseball, basketball, and field hockey, are practiced. The fence surrounding the track, both on the outside and inside, has numerous breeches through which pedestrian, animal, and auto traffic flowed freely. The day after Russell nearly hit a truck that was pulling out onto the track, the gate was still open and unguarded. According to a local journalist, the lack of control over the track was one of the main reasons that the Formula One circuit abandoned this race a few years ago.

The area off the racing line was dirty, and getting dirtier, and blue lines painted in some corners were slippery. Coming onto the front straight there was very little run-off, and very little margin

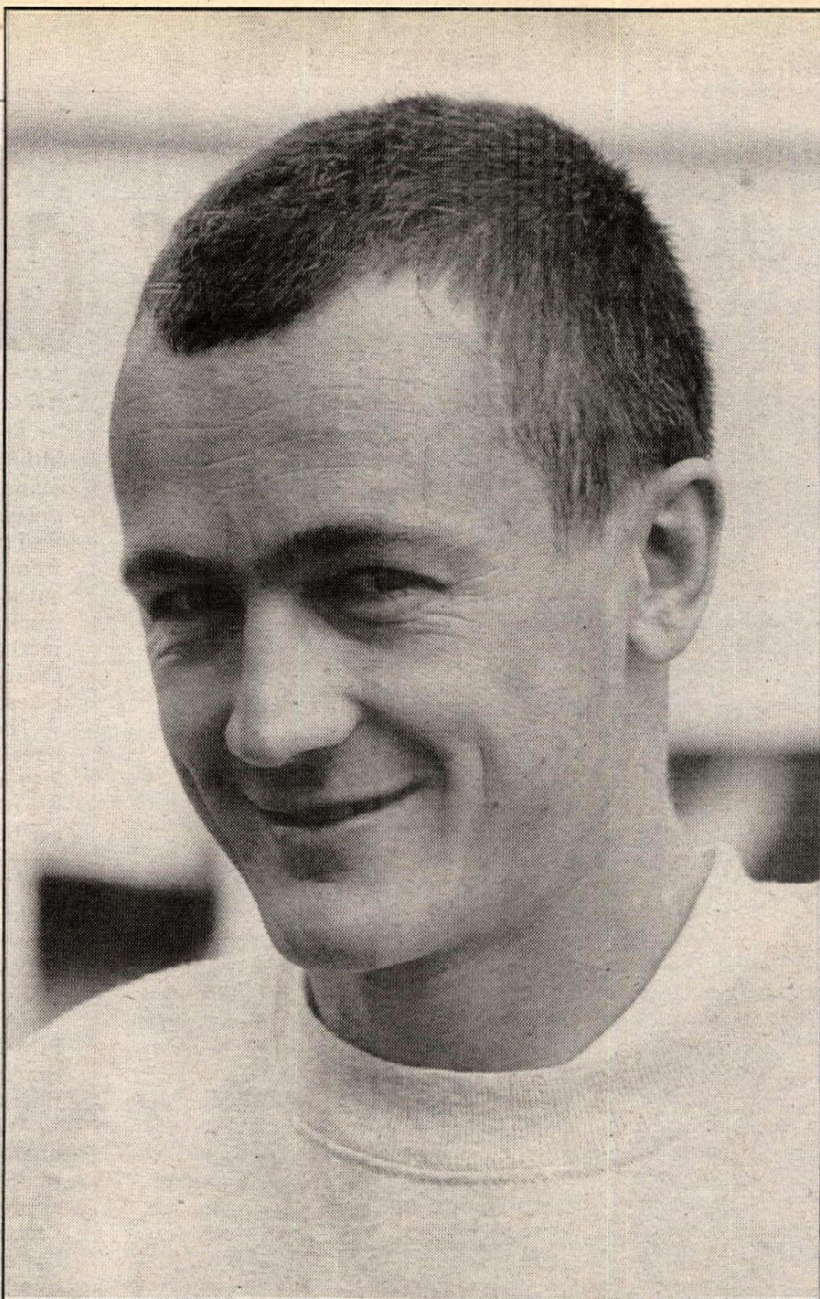
for error. A medical helicopter was parked on the outside of turn three, which, though well off the track, was too close for comfort, according to Russell.

A free practice was held on Saturday morning and the riders returned with tales of terror. The first timed practice was to be held at noon, but the riders had signed a letter informing the organizers of their concerns and the session was postponed. Finally, at about 3:25 p.m., two cars filled with riders, team managers, and the clerk of the course, went to inspect the track.

On their return, Aaron Slight said, "They stopped a couple of games, but there's still thousands of people. Right on the entrance to the first corner there's a baseball game. It's better, but what we wanted done, wasn't done. And the people watching have dogs."

Claudio Marati, the Flammini representative for the U.S. and Mexico, told one journalist that he was asked to pay \$100,000 to someone who claimed he could cause all sporting activities to cease. Marati also said the new management of the track was spending \$750,000 on circuit improvements, and another \$2 million over two years to seal off the track completely.

About 10 minutes after Slight returned, Russell and Fogarty went out with Albert Fantini, the clerk of



(Left) Italian Fabrizio Pirovano finished fourth in the series, while New Zealander Aaron Slight (below), Russell's Muzzy Kawasaki teammate, ended up third.

the course, and an employee of the Flammini Group, the World Superbike series organizers.

"The first thing we saw was a dog," Russell said when he got back. "If they want to have a race, they have to get their shit together. If we raced in conditions like this we'd be bringing ourselves down to a level that we don't need to be at. Everyone's spent a lot of money to be here and went through a lot of headaches. I wanted to race bad. My shit was working good. Now I've got to wait until Daytona to race again."

"I think everybody's pissed off - really," Fogarty said. "Nobody's making any decisions."

At approximately 4:11, an announcement was made that all games had been stopped and that in 10 minutes a 50-minute timed practice would start. "We've been around the track and the track is ready," the official announced over the public address system. "The FIM has decided you can go out and take this practice, a 50-minute timed practice."

At the appointed hour, two Mexican riders and an American, Tray Batey, riding a Honda RC-30 owned by a Mexican businessman, took to the track, soon to be joined by a third Mexican. But six riders are needed for a grid, according to world superbike rules, and race organizers went through the paddock trying to drum up support. Frenchman Dominique Sarron then went out, as well as Italians Mauro Moroni and Aldeo Presciutti, though they were heckled the whole time they were preparing to practice by fellow Italians Giancarlo Falappa and Fabrizio Pirovano. Falappa made an obscene gesture to Presciutti as he pulled out of the pits.

The session ended and the qualifying results went to the FIM who would hold their usual jury meeting at 7:00 p.m. to decide the fate of the race. At about the same time, one of the organizers approached Roche and told him that if the riders didn't ride, they might have some trouble getting their machinery out of the country. It was suggested they put on a 10-lap exhibition race.

But the bikes had been crated up, the riders had left, and Russell, for one, had some serious celebrating to do. **CN**

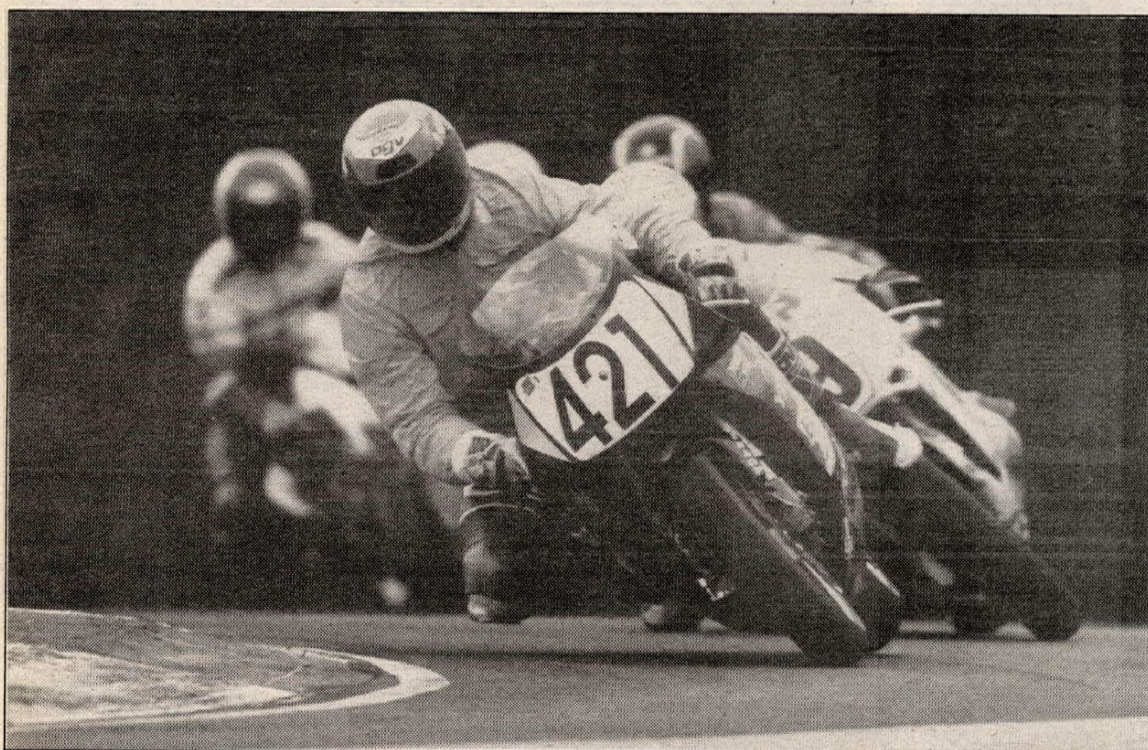
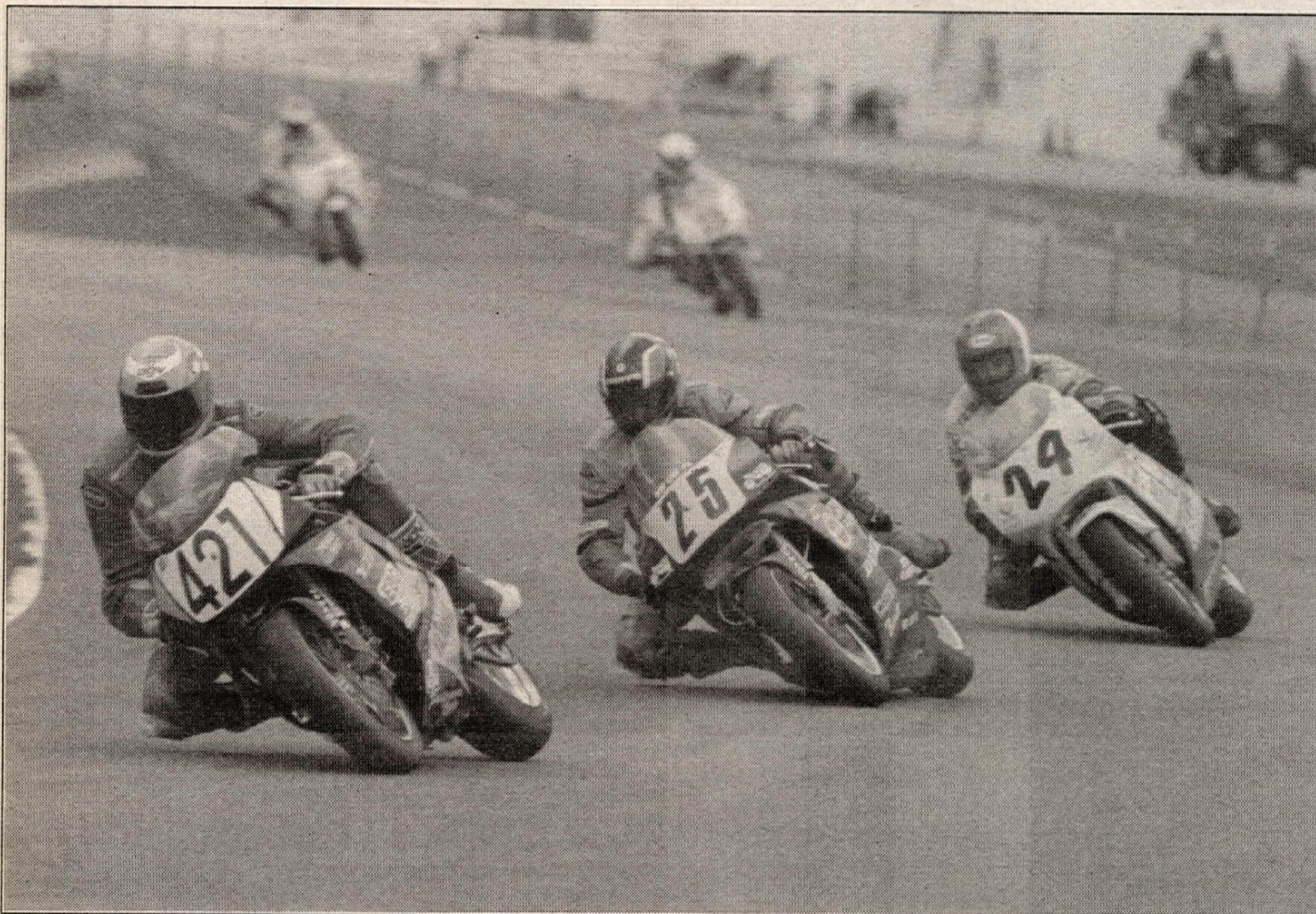
Results

WORLD CHAMPIONSHIP SUPERBIKE SERIES FINAL POINT STANDINGS (After 14 of 14 rounds): 1. Scott Russell (378.5); 2. Carl Fogarty (349.5); 3. Aaron Slight (316); 4. Fabrizio Pirovano (290); 5. Giancarlo Falappa (255); 6. Piergiorgio Bontempi (284.5); 7. Stephane Mertens (172); 8. Terry Rymer (116); 9. Christer Lindholm (102); 10. Mauro Lucchiarri (94.5); 11. Fred Merkel (91.5); 12. Juan Garriga (71); 13. Andrien Morrison (66); 14. Jeffry DeVries (64.5); 15. Andreas Meklau (63.5); 16. James Whitham (58); 17. Fabrizio Furlan (49); 18. Adrien Morillas (43); 19. Andreas Hoffmann (40); 20. Keiichi Kitigawa (34).



ROAD RACE WERA Pro Series: Final round

Kling wins again, Graves crowned



(Above) Fritz Kling (421) leads Dave Sadowski (25) and Chuck Graves (24) into turn one in the F-USA final. (Left) Kling ended up taking the overall win by virtue of his 2-1 tally in the two-leg event. Graves, though, turned in 3-2 finishes to take the F-USA class championship.

F-USA title were about as likely as winning the lottery.

F-USA

Martin started his F-USA weekend off very well, thank you. The Dallas, Texas rider won impressively in the F-USA heat race,

winning by nine seconds in only a six-lap race. Pocono F-USA winner Kling was second followed by Fastline/MCM Suzuki rider Michael Barnes, who won the Moroso round of the series.

Things didn't start out well in the final. Dave Deveau crashed his TPM Suzuki (the former Donald Jacks machine that won F-USA last year) on the first lap of leg one, the Suzuki catching fire and the race being stopped.

On the restart, Martin took the lead heading up the hill out of turn one and he led the screaming pack down the back straight. Suddenly, though, the bike died as he flicked it down towards the famous "gravity cavity". Fortunately, the riders who were drafting Martin down the hill did a good job of not rear-ending the early leader.

"We had some sort of fuel supply problem," Martin later explained. "Every time I would lean the bike over it would die. All I know is that I saw any slim chance of me winning the title go down the tubes."

Martin soldiered on, hoping that the problem would clear up. It never did, and he fell to 12th place by the end of the race.

Two 1993 F-USA winners dropped out in the next few laps. Barnes was done for the weekend when the Fastline Suzuki lost a motor on the third lap, and things went no better for John Ashmead, who won here in May. Ashmead was using a borrowed motor, after his blew up in the heat race, but at the halfway mark the transmission started to go, so Ashmead pulled in.

Up front, the race was a three-way battle between Kling, Sadowski and Graves. Tray Batey was a solid fourth on the Team Kinko's Yamaha. Lee Shierts led a group dicing for fifth place that included Mike Harth, James Eric White and Oliver.

On the final lap, Sadowski made his move under the Goodyear bridge. "I prayed with my pastor and he told me prior to the race that he saw me as the head, not the tail, which is scriptural," said Sadowski. "I was thinking that I was looking a lot like the tail behind Graves and Kling and I knew it was time to make my move."

With divine authority, Sadowski took a leap of faith and waited much too late to brake for the treacherous bridge turn. He took the lead, but was so out of shape coming out of the turn that he headed down the hill with his bike doing tank slappers. Somehow, he managed to hold on to take the win.

Kling, shaking his head at Sadowski's move, took the checkered flag in second with Graves a very close third. Batey was all alone in fourth. Ray Yoder, Shierts, Harth, Oliver, Joe Brett Williams and Tom Wilson rounded out the top 10 leg-one finishers.

In between the first and second F-USA races, Sadowski and Graves crashed together in the Suzuki Can-Am Challenge. Sadowski hurt his leg, while Graves was knocked unconscious in the accident. As soon as Graves came to, his first thoughts were to get to the starting grid where the second F-USA leg was getting ready to fire up. First he had to get the track doctor to give him the go-ahead.

"I was a little worried at first," Graves said. "I had a hard time remembering my own phone number."

Graves convinced the doctors that he was okay, and he just made it to his bike in time to go out for the warm-up lap.

"Martin's fuel starvation problem was solved, but he would not contend for the win. He would say later that he lost all his enthusiasm after the problems in the first leg that cost him at least a chance at the title.

The second F-USA leg went very much like the first. The trio of Sadowski, Kling and Graves pulled progressively away from fourth-placed Batey and the rest of the field.

This time, though, problems were developing on Sadowski's Honda. At first, a steering dampner bolt snapped, causing the bike to go into violent shakes. Sadowski managed to deal with that problem only to lose fourth gear about mid-race.

"From the point where the bike lost fourth, it just got harder to ride and I couldn't keep pace with Kling," Sadowski said later.

On the last two laps, Kling pulled away to a 2.42-second margin of victory over Graves, who got past the ailing Sadowski machine. Batey was closer to

By Larry Lawrence
Photos by Lawrence and George Roberts

BRASLETON, GA, OCT. 31

For the second year in a row, Fritz Kling won the final round of the WERA Formula Series at Road Atlanta. In almost a carbon copy of last year, Kling, riding a Barely Human Racing Yamaha YZF/FZR1000 hybrid, beat out local favorite David Sadowski for the win. Kling was second to Sadowski in the first leg, then went on to win the second leg to take the overall win.

Sadowski's 1-3 finishes on a Mike Velasco-tuned Honda CBR900 in the two-leg format was good enough for second overall. Valvoline Suzuki's Chuck Graves finished third overall

with a 3-2 combo, earning him the WERA F-USA Championship. It was the culmination of years of effort for Graves, who has been trying to win the series since its inception.

Coming into the final round, Michael Martin was only nine points down to his teammate Graves. With a good performance and a little luck, something Graves hasn't had much of at this circuit, Martin felt somewhat optimistic about his chances. Rich Oliver was the only other rider with a mathematical chance to win the series, but the possible scenarios that would lead to his second

the lead pack in the second leg, but still finished fourth.

Having just wrapped up the Air Tech F-II title, Oliver rode unbridled and finished fifth, one of only two 250s in the top 10. Martin battled with Shierts, White and Yoder but powered his way to sixth in the second leg. Shierts, Yoder, Takahito Mori on the other 250cc GP bike, and Williams rounded out the top 10.

"Scotty Miller did a really good job of preparing this bike," said an elated Kling, as he rubbed his freezing hands together on the winner's podium. "I got a pretty bad start in that second leg. Sadowski's bike was blowing water on me which made me very cautious early. Fortunately, I had some motor and was able to run down the leaders and make the break at the end."

New F-USA Champion Graves was subdued on the rostrum, showing the effects of the Can-Am crash which left his lip bloodied and his leathers covered with red Georgia clay.

"I finally made it up here," Graves said, managing a smile. "It's been a long, hard road to get here and I just want to thank the people who made it possible."

Air Tech Formula II

It was all Rich Oliver at the final round. The 32-year-old Fresno, California racing veteran was in his prime at Road Atlanta and no one could touch him. Oliver not only won the final race, his third WERA victory in a row, he also won the F-II title, his second WERA National Championship.

Two of Oliver's toughest opponents in the series, Chris D'Aluisio and Danny Walker of Southwest Motorsports, did not make the final round. That meant Oliver's biggest menace would be defending WERA F-II champ Kurt Hall. Hall had already announced his retirement, so he had some incentive to go out and win his final race on the GP bike. Also coming to form at Road Atlanta was Oliver's Performance South teammate and protege, Chuck Sorensen. Finally, the wild card at Road Atlanta was Takahito Mori. On any given day Mori could win one of these races, if luck was with him.

Oliver won Friday's four-lap heat race by 3.36 seconds over Mori. Sorensen was second, followed by Hall and Canadian Andrew Trevitt.

In Sunday's final, the race belonged to Oliver. He darted away from the rest of the field at the drop of the green flag. Mori was out with bike problems, leaving Sorensen, Hall and San Jose, California's Geep Terranova tussling over second.

Once Oliver got pit signals telling him that he was 15 seconds ahead, he started backing off. "To have that kind of lead and still race hard is a little ridiculous," said the new champ afterwards. "It was funny, though, as soon as I let up I noticed all the little things bothering me, like the wind and the cold."

Oliver cruised home to the victory and the title, announcing that he would concentrate on the AMA 250cc Grand Prix title next year. Sorensen won over Hall and Terranova in the battle for second. It was the best national finish ever for the 23-year-old Terranova.

WERA Formula III

Like the other WERA Pro Series events, the Formula III Championship came down to the final race, but this one was closer than the rest. Tommy Hayden, 16, held a five-point lead over little brother Nick, 14, going into Road Atlanta. Also still in the hunt was Seattle winner Rodney Fee.

In the final, Fee got off to a fast start and pulled away to a big lead. Tommy Hayden, still bothered by a dislocated hip he suffered in a dirt track race, was content to sit back and watch his little brother run a distant second to Fee. The championship was his as long as he finished no more than two places behind his brother.

Charging up from the rear of the grid was new 125cc rider Thornton McPheeters. McPheeters was on a 125cc Aprilia which had speed to spare.

In the closing laps, McPheeters got by the Haydens and closed in on Fee. On the final go around McPheeters caught Fee, and it was a dash to the finish.

The leading duo touched twice coming out of the last two turns and it was Fee by a half-bike length at the flag.

"I was up by myself running my own race," Fee said. "I guess Thornton wanted to make it his race. It was really close at the end and that made it a lot of fun."

McPheeters was so upset after the race that he wouldn't talk to the press, or announcer Glenn Billings.

Tommy Hayden finished right where he needed to, winning the F-III Championship. On the winner's rostrum, Hayden dedicated his championship to Wayne Rainey.

Metzeler Future Stars/ Yamaha Seca II Challenge

Canton, Georgia's Scott Mouser won his first-ever road race in the Yamaha Seca II Novice Challenge Final. Mouser, a 25-year-old motorcycle mechanic, rode an excellent race in the wet and cold conditions.

Mouser was being chased by series champion Steve Doolin, but Doolin couldn't make a dent in his lead.

"I thought my tires would come in but they never did," Doolin said. "Plus the fact that Mouser was riding a great race. I wasn't about to crash trying to catch him."

Mouser was happy with his first win. "I ran third early, but I felt really confident. The conditions didn't really bother me. I was having fun sliding the bike out of the turns."

Canadian Mark Middleton finished third in the Yamaha race. Georgian Kelly Drew and Wesly Totsubo of California rounded out the top five.

The Future Stars race turned sour when winner and second place rider, Jerry Evans and Ken Melville, were disqualified for using illegal tail sections on their bikes. Joey Gilleland, who was third on the track, was declared the winner. **ON**

Results

F-USA OVERALL: 1. Fritz Kling (Yam); 2. David Sadowski (Hon); 3. Chuck Graves (Suz); 4. Tray Batey (Yam); 5. Rich Oliver (Yam); 6. Lee Shierts (Suz); 7. Ray Yoder (Yam); 8. Mike Harth (Hon); 9. Joe Brett Williams (Hon); 10. Tom Wilson (Yam); 11. Michael Martin (Suz); 12. David Klassen (Yam); 13. Chuck Sorensen (Yam); 14. Michael Himmelsbach (Yam); 15. Mike Sullivan (Yam); 16. Doug Carmichael (Hon); 17. Takahito Mori (Yam); 18. Steven Moreno (Suz); 19. Williams Himmelsbach (Yam); 20. Brett Johnston (Suz); 21. Leon Cortes (Yam); 22. James Eric White (Suz); 23. James Bonner (Yam); 24. Eric Smith (Suz); 25. Stephen Mathews (Duc); 26. John Ashmead (Kaw); 27. Geep Terranova (Yam).

F-USA LEG ONE: 1. David Sadowski (Hon); 2. Fritz Kling (Yam); 3. Chuck Graves (Suz); 4. Tray Batey (Yam); 5. Ray Yoder (Yam); 6. Lee Shierts (Suz); 7. Mike Harth (Hon); 8. Rich Oliver (Yam); 9. Joe Brett Williams (Hon); 10. Tom Wilson (Yam); 11. Chuck Sorensen



(Above) Rich Oliver was unbeatable in F-II action at Road Atlanta. He beat teammate Chuck Sorensen (90) in the race and earned himself the championship. (Left) Rodney Fee won the F-II race. (Below - from left to right) Chuck Graves, Fritz Kling and Dave Sadowski celebrate in the winner's circle.



(Yam); 12. Dave Klassen (Yam); 13. Mike Sullivan (Yam); 14. Michael Himmelsbach (Yam); 15. Stephen Mathews (Duc); 16. Doug Carmichael (Hon); 17. Michael Martin (Suz); 18. Steven Moreno (Suz); 19. Williams Himmelsbach (Yam); 20. Brett Johnston (Suz).

Average Speed: 106.209 mph
Margin of Victory: 0.13 seconds

F-USA LEG TWO: 1. Fritz Kling (Yam); 2. Chuck Graves (Suz); 3. David Sadowski (Hon); 4. Tray Batey (Yam); 5. Rich Oliver (Yam); 6. Michael Martin (Suz); 7. Lee Shierts (Suz); 8. Ray Yoder (Yam); 9. Takahito Mori (Yam); 10. Joe Brett Williams (Hon); 11. Mike Harth (Hon); 12. Tom Wilson (Yam); 13. David Klassen (Yam); 14. Chuck Sorensen (Yam); 15. Doug Carmichael (Hon); 16. Michael Himmelsbach (Yam); 17. Mike Sullivan (Yam); 18. Steven Moreno (Suz); 19. Williams Himmelsbach (Yam); 20. James Eric White (Suz).

Average Speed: 106.877 mph
Margin of Victory: 2.42 seconds

F-USA FINAL C'SHIP POINT STANDINGS: 1. Chuck Graves (78); 2. Rich Oliver (61); 3. Michael Martin (59); 4. (TIE) Lee Shierts/Joe Brett Williams (47); 5. David Sadowski (45); 6. Chris D'Aluisio (43); 7. (TIE) Tray Batey/Fritz Kling (40); 8. Chuck Sorensen (39); 9. Danny Walker (37); 10. John Ashmead (31); 11. Michael Barnes (20); 12. (TIE) Paul Harrell/Mike Harth (18); 13. Keven Rentzell (15); 14. Joe Pittman (13); 15. Chris Taylor (12); 16. Jeff Hagan (11); 17. Micheal Himmelsbach (10).

F-II FINAL: 1. Rich Oliver (Yam); 2. Chuck Sorensen (Yam); 3. Kurt Hall (Yam); 4. Geep Terranova (Yam); 5. Andrew Trevitt (Yam); 6. Michael Himmelsbach (Yam); 7. Mike Sullivan (Yam); 8. Doug

Carmichael (Hon); 9. Jason Paden (Yam); 10. Leon Cortes (Yam); 11. Tommy Hayden (Yam); 12. James Bonner (Yam); 13. James Williams (Yam).

Average Speed: 104.830 mph
Margin of Victory: 16.74 seconds

F-II FINAL C'SHIP POINT STANDINGS: 1. Rich Oliver (95); 2. Kurt Hall (80); 3. Chuck Sorensen (64); 4. Danny Walker (56); 5. Chris D'Aluisio (52); 6. Michael Himmelsbach (47); 7. Jason Paden (29); 8. Chris Taylor (27); 9. Mike Sullivan (24); 10. Geep Terranova (21); 11. (TIE) Andrew Trevitt/Michael Barnes (20); 12. Williams Himmelsbach (19); 13. Adam Faussett (17); 14. Takahito Mori (15); 15. Edward Sadvar (13); 16. Leon Cortes (12); 17. (TIE) James Bonner/Bobby Keith (11); 18. (TIE) Greg Esser/James Williams/Bruce Lind (10).

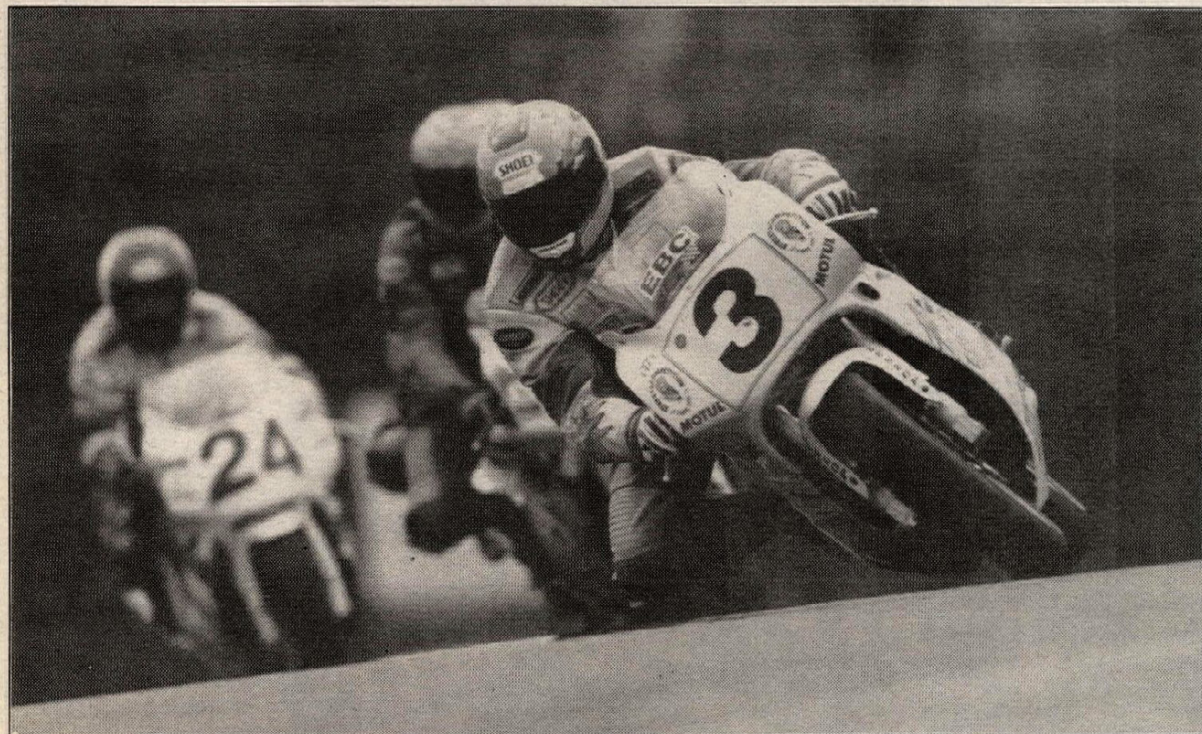
F-III FINAL: Rodney Fee (Hon); 2. Thornton McPheeters (Apr); 3. Nick Hayden (Hon); 4. Tommy Hayden (Hon); 5. Jim Struke (Hon); 6. Craig Waugh (Hon); 7. Pete Snell (Hon); 8. Fred Bakker (Hon); 9. John Brill (Hon); 10. Nancy Dewar (Hon); 11. Todd Cleveland (Hon).

Average Speed: 94.511 mph
Margin of Victory: 0.21 seconds

F-III FINAL C'SHIP POINT STANDINGS: 1. Tommy Hayden (90); 2. Rodney Fee (87); 3. Nick Hayden (87); 4. Nancy Delgado (58); 5. Kevin Murray (43); 6. Marcello del Guidice (31); 7. Jim Struke (22); 8. Arnold C.A. van Kempen (20); 9. Chris Rogers (); 10. (TIE) Greg Esser/Pete Snell (18); 11. (TIE) Billy Abudalu/Thornton McPheeters (17); 12. John Long (15); 13. Lee Parks (14); 14. (TIE) Takahito Mori/Craig Waugh/Kurt Hall (13); 15. Nick Ienatsch (11); 16. (TIE) John Hodgkiss/Ritchie Thorup (10).

ROAD RACE WERA Grand National Final

Batey, Rothman and Wilson shine at Road Atlanta



Gerald Rothman Jr. (3) left Road Atlanta with the most money after winning two races and placing well in the others. (Below) Steve Patterson (15) blitzed the pack in the 600cc Suzuki Cup final.

win in the botched-up B Production Novice race was no fluke. Wilson, despite running off the edge of the track on the last lap, made it two national titles with his victory over Lee Acree and C Production Novice winner Charles Otis in the A Production Novice Final. Ironically, the top three finishers were on 600s in the A Production class, a class that allows 750cc-and-over machines.

Earlier in the day, Tommy Hayden had lost Formula Clubman in a close finish. Hayden was also involved in the second closest race of the day, but this time he came out on top. Hayden and WERA North Central rival Andrew Perkins battled it out up front in the Formula II final. Perkins led the early laps, but Hayden took over by the halfway flags and held on to win by just over a second.

By Larry Lawrence
Photos by Lawrence
and George Roberts

BRASELTON, GA, OCT 28-31

Batey, Rothman and Wilson may sound like a high-dollar New York law firm to some, but to WERA motorcycle road racing fans those names together can mean only one thing - the WERA Grand National Final. Echoing through the north Georgia hills are the sounds of past Grand National Finals where riders by the name of Schwantz, Kocinski, Polen and Russell made their first step into the racing spotlight. Once again, the '93 edition of the season-ending classic was one of high drama and high speed, played out on the serpentine 2.52 miles of black asphalt known simply as Road Atlanta.

Tray Batey, 33, of Gallatin, Tennessee, has attended a number of GNFs over the past few racing seasons. Batey even etched his name in the WERA record books by winning titles here in 1990 and '91. But the 1993 GNF is one that Batey will remember for the rest of his days. The likable southern gentleman donned his race face during the four-day gathering and ended the week-end with three more WERA Championships to add to his already impressive resume.

While racing veteran Batey rode high in the saddle in the Expert ranks, a new gunslinger rode into Braselton from north of the border. His competitors called him Wilson, but his friends call him "Full-tilt Frank." Frank Wilson became the winningest WERA Novice rider since Colin Edwards II. The Canadian rode his old-but-trusty Yamaha FZR600 to four national Novice titles.

As far as money is concerned, the one sure place you'll find it at the GNF is in the Suzuki National Cup Finals. This year the wealth was spread out among riders from across the nation, but it was New Englander Gerald Rothman Jr. who took home the biggest stockpile. Rothman went home \$15,000 richer after his stellar performances in the Suzuki finals.

As always, the weather at the GNF was unpredictable. This GNF will go down as the second coldest in history. After a full tilt on Thursday, a cold



rain hit on Friday and Saturday. On Sunday a record cold hit the south. It even snowed lightly, something that hasn't happened at the GNF since the coldest one on record, held at Indianapolis Raceway Park in 1980.

Michael Tiberio opened the '93 GNF with a win on his Moto-Guzzi over Todd Henning and Douglas Pedrick in the combined Vintage 4 and Vintage 2 race. Michelin Tire rep Walt Schaefer showed he still had the racing fires burning by finishing second to Brad Morrison in the Vintage 2 class.

Riders from the WERA Mid-Atlantic region did very well in the early races on Thursday. Maryland's Charles Otis took a wire-to-wire win over David Davis and Lee Acree in the C Production Novice final.

Then it was Darryl Saylor of Pennsylvania who sailed to an easy eight-second win over Grant Lopez and Jeb Bridgeman in the C Superbike Expert final.

Thornton McPheeters' Aprilia 125cc GP bike is something you don't see everyday on the race tracks of America, especially one painted in camouflage colors. McPheeters used the strange-looking Italian machine to win the Formula Clubman Expert race over Tommy Hayden in the closest race of the day. It was the second year in a row that Hayden was second in this class.

Texan Micah Stevenson continued

the trend of unique road racing machines. Stevenson, riding a Rotax, held off Yamaha-mounted Sean Dwyer by two seconds in Formula Clubman Novice.

In his first race of the weekend, Canadian Frank Wilson DNF'd due to a loose battery cable, but he came back to win the red flag-plagued B Production Novice Final. In a controversial decision, WERA officials decided to call the race complete after only three laps of racing. Normally the race would have had to make it to the halfway point (four laps) to officially be called a race. But after the race was stopped three times due to crashes, WERA said - no more.

He took his time doing it, but Atlanta's Stephen Mathews eventually made it up to the front in the Unlimited Twins Final.

"I knew I had motor on everyone out there," the Ducati-mounted Mathews said. "I just took it easy in the turns and blitzed everyone on the straights."

Mathews won the twins race over Ray Hixon by nine seconds. It was the first WERA Championship for Mathews, a nice birthday present for the rider who'd turned 29 three days earlier.

Scott Martin and his Honda smoked the rest of the Unlimited Twins Novice field. Martin, of Hurst, Illinois, held a 16-second advantage over second placed Nancy Dewar at the finish.

Wilson soon proved that his early

The vintage racers took to the track once more and it was Ronnie Lundsford on a late-70s Honda CB900R taking the win over Michael Tiberio's Moto-Guzzi in the fastest of all vintage classes, Vintage 5. Todd Henning rode his Yamaha to victory in Vintage 2.

Son of WERA President Evelyn Pritz, Brian Lantz shot out to an early lead in the B Superbike final. Unfortunately, Lantz couldn't make his mom proud because his Suzuki quit on him. Taking over was fellow Illinois rider Eric Smith. Smith, riding a Suzuki GSXR750, opened up a seven-second lead over Mark Black by the end of the race.

In the fading autumn light, Hoosier racer Richard Breeding won the last race of the day, D Production Novice.

Friday's schedule was dominated by the WERA National Endurance race, but before the start of the endurance a couple of sprint races got things warmed up.

Tray Batey opened the day with a come-from-behind win in the Formula One final. David McGrath led in the early going on a wheezing Suzuki GSXR1100 that's worn out to the point that it only makes 116 horsepower. Nevertheless, McGrath was making the most of what he had. Meanwhile, Batey, who started in the second wave, was charging through the field. Halfway through the race, Batey moved into sec-

ond and was honing in on McGrath. On lap six Batey took over, and on the final two laps blew the race wide-open.

"I saw the bad news that Tray was coming up fast on my pit board," McGrath said in good humor after the race.

Batey, as always, took his win humbly. "I felt a little bad for David (McGrath). He was riding so well, but I just had so much motor on him that there was nothing he could do."

Formula One Novice was another crashfest, like B Production Novice the day before. Once again WERA called the race after several red flags. In the confusion, no one knew who won between Bill Zearley and Michael McMaugh; they were swapping the lead in nearly every turn. After the race, the two riders went up to the scoring tower to see who'd won. Zearley was told he was the winner and McMaugh shook his hand and congratulated him.

Saturday came cold and rainy, but Frank Wilson didn't let the conditions get him down. The Canadian won his third straight WERA Novice title in C Superbike.

Mike Messer was one of the few riders in the Formula II Novice field riding a two-stroke GP bike as the majority of the riders were on Yamaha FZR400s. Messer, of Lawrence, Kansas, used the speed advantage of his Yamaha TZ250 to hold off a late-race charge by Aaron Obenberger and Paul Netterstrom, who were both on FZR400s.

Matt Manspeaker said that he will retire from sprint racing now that he has won a WERA National title. Manspeaker came out on top in the red-flag shortened D Superbike Expert race.

"I had faith in my rain tires," Manspeaker said. "When I saw the halfway flag, I figured the Hayden kid would be coming up on me. Then I started seeing oil and bikes down and I figured the race would be stopped."

The Hayden kid Manspeaker was talking about was Nick Hayden. Hayden was moving up and was fourth when the race was called.

After the D Superbike Novice final, Aaron Obenberger probably had to feel like the unluckiest rider at the GNF. Obenberger came up just short in the Formula II Novice race and had to settle for second. Once again, in D Superbike, Obenberger had his chances, but it was Floridian Paul Netterstrom edging out Obenberger at the flag.

In B Superstock Expert, Batey won his second WERA title by gradually pulling away from Joe Prussiano to win by seven seconds. Kevin Rentzell was considered to be a threat in that race, but he pulled in the pits early with bike problems.

Wilson ended his excellent adventure south with a sensational win in the B Superbike Novice final. In what may have been the most exciting race of the weekend, Wilson beat Ray Litton by maybe two inches at the finish line. Third place finisher Michael McMaugh was only about a half bike length behind.

Rest assured that Litton will never again, in his entire racing career, celebrate a win before he actually crosses the finish line. That's exactly what he did at the finish of the race. Just as he was taking the flag, Litton lifted his head and arm in celebration, at the same time letting off the throttle. Wilson, meanwhile, was crawling under the paint of his Yamaha and had the throttle to the stop. As the leading trio hit the line it was Wilson slipping past for an incredible victory.

In the final race on Saturday, A Superstock Expert, Batey took home his third National title. Again it was a win

over his friend McGrath. Batey is quickly becoming one of the top GNF performers in the history of the event with a total of five WERA National titles to his credit dating back to his first title in 1990.

Sunday was freezing cold, but the action on Road Atlanta's two and a half miles heated up early.

Grant Lopez was the surprise winner in the C Superstock Expert race. Lopez led early, but on the white-flag lap found himself in third behind Glenn Szarek and Aaron Yates with Darryl Saylor breathing down his neck in fourth. On the final go-round, Szarek had the lead but the pressure was too much for him. He went wide under the Goodyear Bridge, allowing Lopez to slip underneath and take the win. Yates and Saylor were later disqualified; that put Mike Reed up to third.

It was the first championship for the 21-year-old, second-year racer from Mobile, Alabama.

"I was running some new compound Michelins today and I think that gave me the advantage," said a happy Lopez.

Suzuki Cup

Tension mounted as the riders readied themselves for the 750cc Suzuki National Cup Final. Valvoline Suzuki teammates Chuck Graves and Steve Patterson had

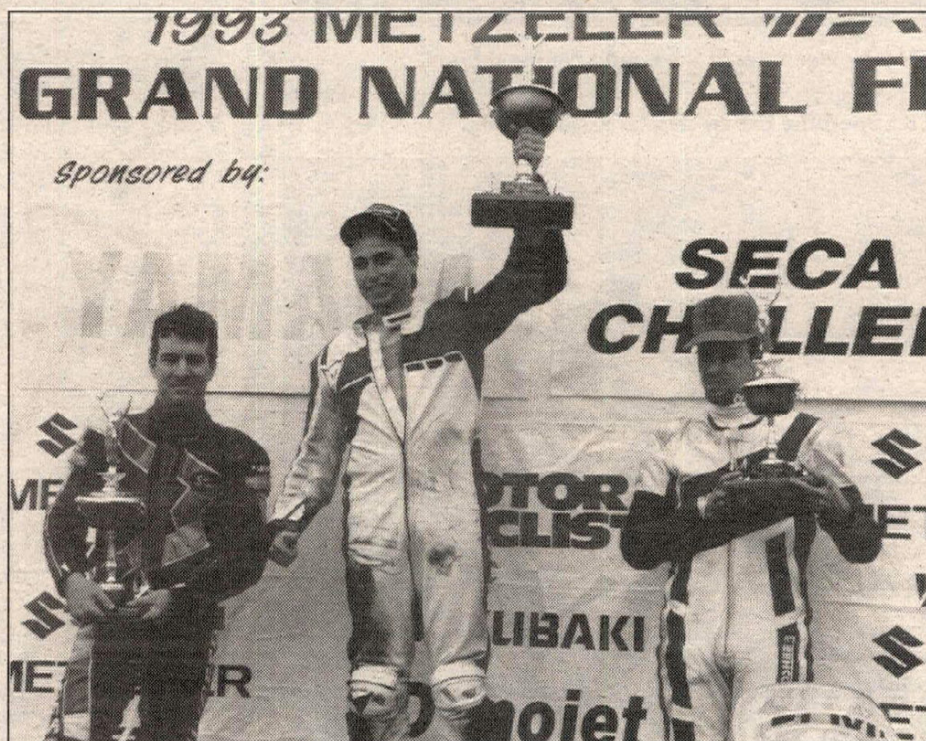
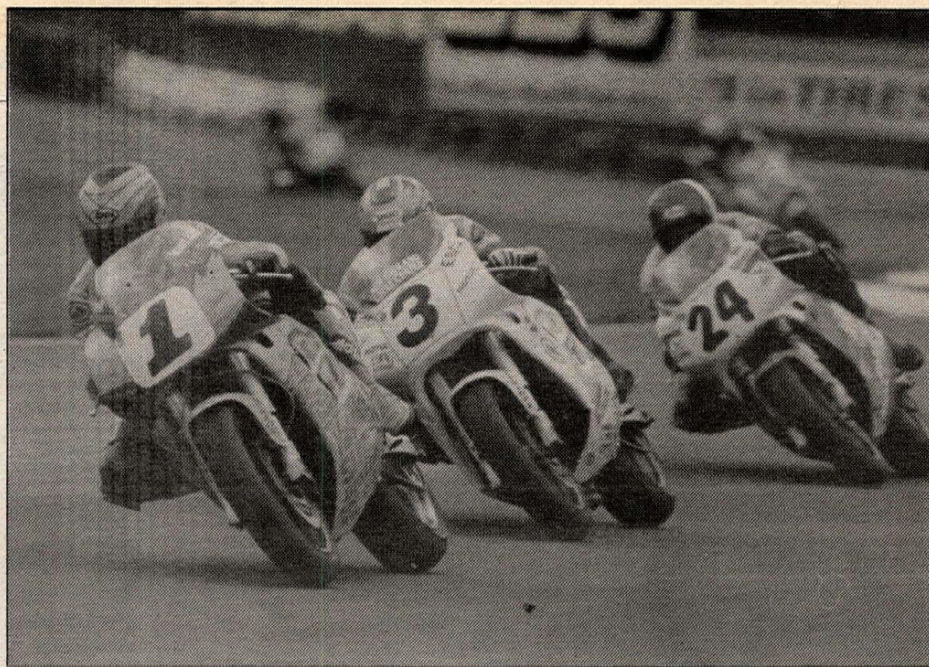
each taken wins in the 750cc Suzuki Cup heat races, and it was polesitter Graves who led early. Rothman quickly got into the fray and led good portions in the middle and late stages of the race. Mounting the biggest charge of all was David Sadowski. Sadowski, riding a bike just rebuilt by Cycle Nuts & Bolts and his former Yoshimura mechanic Craig Westwood, went from the back of the grid to the lead group by the halfway flags. The former Daytona 200 winner then took over the lead with two laps to go.

The race came to a head on the last lap. Dave Deveau swooped into the lead by making an inside pass on Sadowski. Suddenly, Sadowski found himself pushed back from first to third. Rothman drafted by Deveau as the lead group, now six strong with the addition of James Randolph and Patterson, headed to the end of the back-straight.

As they came out from under the bridge for the last time, Rothman was carrying a lot of speed. Still, he was able to maintain that speed thanks to a wide line. He then forced his Suzuki back to the inside edge of the track to protect his lead as the pack arrived in the final corner. At the checkered flag, it was Rothman by a bike length over Deveau. Sadowski, Graves, Randolph and Patterson followed in quick succession. Aaron Yates, Kurt Hall, Ray Yoder and David Stanton rounded out the top 10 Suzuki Cup finishers.

"Those are the kind of races you live for," Rothman said, just before he accepted a \$5000 check from Suzuki. "I knew that last lap was going to be intense, I just wanted to get to the inside to make it tough for someone to pass me and it worked."

Steve Patterson ran away in the 600cc



(Above) Kurt Hall (1) won a thrilling 1100cc final over Gerald Rothman Jr. (3) and Chuck Graves (24). (Left - left to right) The Seca II Challenge winner's circle consisted of Steve Doolin, Scott Mouser and Mark Middleton. (Below - left to right) Dave Sadowski, Gerald Rothman Jr., and David Deveau celebrate their 3-1-2 finish in the 750cc Suzuki Cup final.



Suzuki Cup final, leading Rothman and Stanton across the line by almost five seconds. It was unusual to see a rider pull out to such a big lead in the highly competitive 600cc class, but Patterson said he was focused on this race.

"I've always wanted to see what it feels like to win one of these Suzuki Cup races," said Patterson, who has either watched or ridden in every Suzuki Cup race at Road Atlanta. "I felt good. I took the lead and just decided to try and get away."

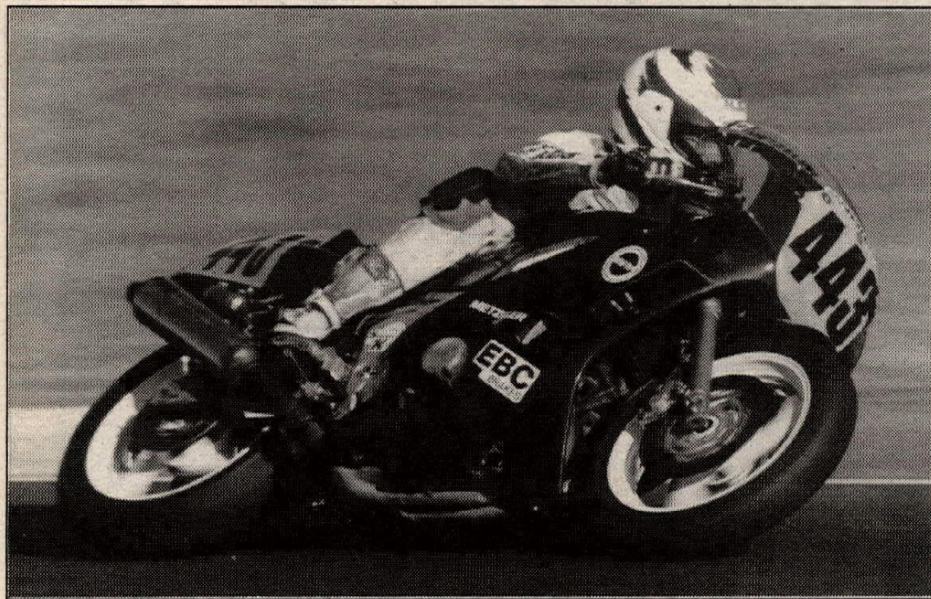
Patterson's father, Billy G., was in tears as his son was presented with the awards on the rostrum. A former racer himself, the elder Patterson has supported his son's racing since he was a seven-year-old racing mini bikes.

In the final race of his career, Kurt Hall went out a winner in the 1100cc Suzuki Cup event. Hall, who won all of the Suzuki races at the final last year, didn't seem to be up to speed in the first two Suzuki Cup races this year. That's why when he emerged as the leader of the race on the first lap, the shivering spectators were excited. Could Hall muster up his dominating skill one more time?

Hall led a seven-bike freight train that held together until lap four when Hall, Rothman and Graves broke away. Patterson led the rest.

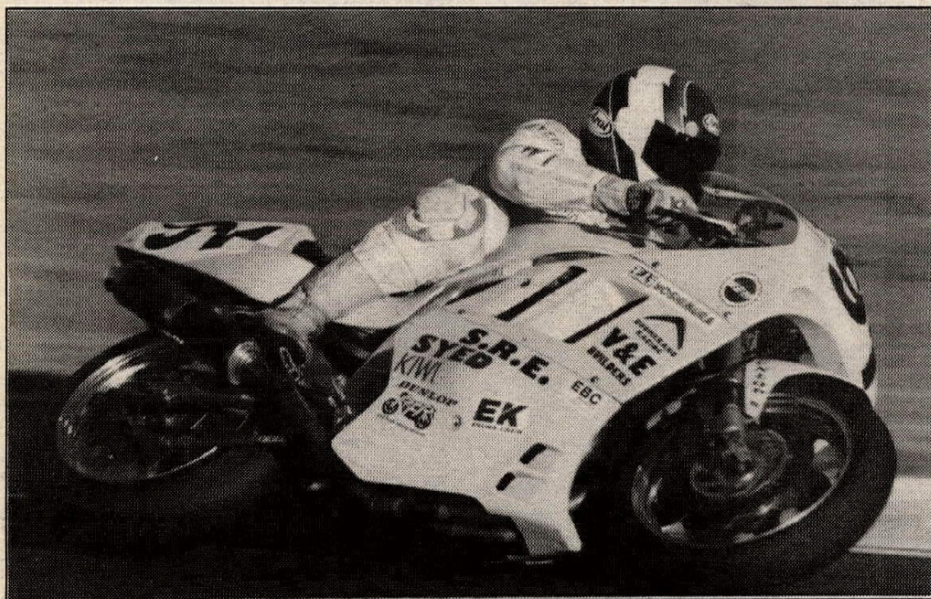
On the last two laps Rothman made a couple of valiant attempts to pass Hall, but the best he could do was pull up even with the number one bike. On

ROAD RACE WERA Grand National Final



Frank Wilson won four WERA Novice titles at the Grand National Final.

Eric Smith won the WERA B Superbike Expert class at Road Atlanta.



the last lap, Rothman tried what Graves described as a "banzai move" under the bridge. Rothman went wide and Graves shot underneath to take second.

As Hall pulled into the pits he was greeted by dozens of well-wishers. "Scotty Beach made the bike so good that I actually felt like I was going slow out there," said Hall in the winner's circle.

An addition to the Suzuki Cup Finals this year was the 750cc Suzuki Can-Am Challenge. A Canadian journalist on hand predicted the race would be a wholesale slaughter, "The Canadians don't have a chance."

The journalist's prediction turned out to be pretty accurate. It was an all-American group leading the race from the start. On the last lap, leaders Graves and Sadowski crashed together coming under the Goodyear bridge. Sadowski ran his Suzuki too hot into the turn and pushed the front end right into Graves, who didn't see Sadowski and was taking a tighter line.

The crash gave the win to Rothman. Deveau was second and Canadian Mario DuHamel rounded out the top three. Rothman had a big smile on his face on the podium, the recipient of yet another \$5000 check from Suzuki.

"I guess luck plays a big part in the outcome sometimes," Rothman said. "It was a tough break for Graves and Sadowski, but that's the way it goes sometimes. I just happened to be in the right place at the right time."

Results

A S/STK EX: 1. Tray Batey (Kaw); 2. David McGrath (Suz); 3. Mark Black (Kaw); 4. Pete Martins (Suz); 5. Robbert Marsh (Suz); 6. Phillip Schroder (Suz); 7. Patrick Ludwig (Hon); 8. Phillip Chapin (Hon); 9. Charles Dill (Kaw); 10. Kevin Hunt (Hon).

B S/STK EX: 1. Tray Batey (Kaw); 2. Joseph

Prussiano (Kaw); 3. Glenn Szarek (Hon); 4. Pete Martins (Suz); 5. Grant Lopez (Hon); 6. John Branch (Suz); 7. Mark Black (Kaw); 8. Shawn Higbee (Kaw); 9. Eric White (Suz); 10. Patrick Ludwig (Hon).

C S/STK EX: 1. Grant Lopez (Hon); 2. Glenn Szarek (Hon); 3. Mike Reed (Kaw); 4. Jeff Covington (Kaw); 5. Toby Grace (Hon); 6. Patrick Ludwig (Hon); 7. Ramon Vasquez Jr. (Hon); 8. Steve Tice (Kaw); 9. Jeb Bridgeman (Hon); 10. Tom Coccia (Hon).

A PROD NOV: 1. Frank Wilson (Yam); 2. Lee Acree (Hon); 3. Charles Otis (Yam); 4. Mike Pogreba (Suz); 5. David Young (Suz); 6. Christopher Haldeman (Hon); 7. Joey Gilleland (Hon); 8. Mark Monyette (Suz); 9. Ray Litton (Kaw); 10. Steve Reker (Hon).

B PROD NOV: 1. Frank Wilson (Yam); 2. Charles Otis (Yam); 3. Christopher Haldeman (Hon); 4. Lee Acree (Hon); 5. Mike Pogreba (Suz); 6. Ray Litton (Kaw); 7. Mark Monyette (Suz); 8. David Davis (Hon); 9. Bryant Driggers (Hon); 10. Russell Masecar (Hon).

C PROD NOV: 1. Charles Otis (Yam); 2. David Davis (Hon); 3. Lee Acree (Hon); 4. Christopher Haldeman (Hon); 5. Jerry Evans (Hon); 6. Ed Hoffman (Hon); 7. Jim Anderson (Hon); 8. Terry Logan (Hon); 9. Brian Smith (Hon); 10. August Trae Tautte (Hon).

D PROD NOV: 1. Richard Breeding (Yam); 2. John Hamilton/Haner (Yam); 3. Matt Frimel (Yam); 4. Andrew Tomlinson (Yam); 5. Douglas Blish (Yam); 6. Michael Hausknecht (Yam); 7. Dirk Rimrott (Yam); 8. Paul Netterstrom (Yam); 9. John Wimmer (Yam); 10. Derek Mortland (Yam).

FORMULA 1 EX: 1. Tray Batey (Yam); 2. David McGrath (Suz); 3. Joseph Prussiano (Kaw); 4. David Klassen (Yam); 5. Mark Black (Kaw); 6. Rex Miller (Kaw); 7. Barry Rompella (Hon); 8. Geoffrey Wilson (Suz); 9. Brad Sawyer (Yam); 10. Brett Johnston (Suz).

FORMULA 1 NOV: 1. Bill Zearley (Kaw); 2. Michael McMaugh (Kaw); 3. Ray Litton (Kaw); 4. Mike Carroll (Hon); 5. Rod Burr (Kaw); 6. David Davis (Hon); 7. Daniel Bailey (Kaw); 8. Lee Acree (Kaw); 9. Steve Doolin (Suz); 10. Joseph Giovannozzi (Suz).

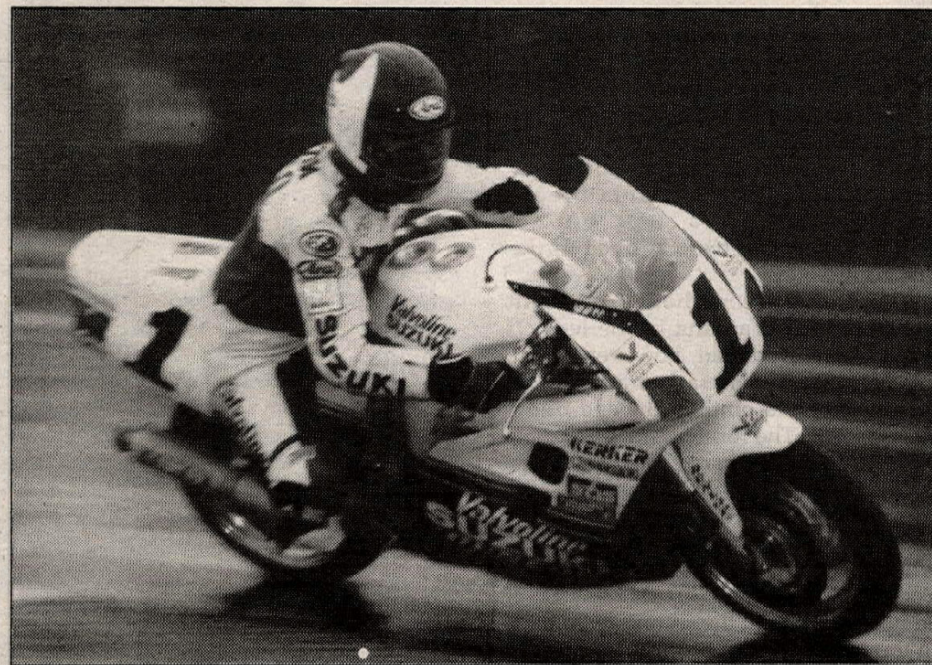
FORMULA 2 EX: 1. Tommy Hayden (Yam); 2. Andrew Perkins (Hon); 3. Chris Rankin (Yam); 4. Brad Sawyer (Yam); 5. Steve Davison (Yam); 6. Drew Lincoln (Yam); 7. Larry Cohee (Yam); 8. Daniel Ray (Yam); 9. Paul Black (Yam); 10. Patrick Moore (Hon).

FORMULA 2 NV: 1. Mike Messer (Yam); 2. Aaron Obenberger (Yam); 3. Paul Netterstrom (Yam); 4. Todd Stoner (Kaw); 5. Collin Fowler (Yam); 6. Michael Hausknecht (Yam); 7. David Sweeney (Yam); 8. Derek Mortland (Yam); 9. John Given (Yam); 10. Burke Meyers (Yam).

FORMULA CLBMN EX: 1. Thornton McPheeters (Apr); 2. Nick Hayden (Hon); 3. Ray Hickson (RPM); 4. Tommy Hayden (Hon); 5. Craig Waugh (Hon); 6. Jim Struke (Hon); 7. Dave Knapp (Rtx); 8. Erich Frahm (SMRC); 9. William Cardel (PHNX); 10. Eric Falt (Rtx).

FORMULA CLBMN NV: 1. Micah Stevenson (Rtx); 2. Sean Dwyer (Yam); 3. Todd Cleveland (Hon); 4. Nancy Dewar (Hon); 5. Steven Kalafski (Suz); 6. Bill Locke (JD); 7. John Whittenburg (Hon); 8. Andy Yim (Hon); 9. Hugh Coade (Yam); 10. Eric Hornquist (Suz).

B S/BK EX: 1. Eric Smith (Suz); 2. Mark Black (Kaw); 3. Joseph Prussiano (Kaw); 5. Rex Miller (Kaw);



Team Suzuki Endurance won the rain-sodden four-hour endurance race at the GNF.

5. John Branch (Suz); 6. Mike Reed (Suz); 7. Bryan Hanson (Yam); 8. Lanny Allen (Hon); 9. Damon Harvey (Yam); 10. Phillip Schroder (Suz).

B S/BK NOV: 1. Frank Wilson (Yam); 2. Ray Litton (Kaw); 3. Michael McMaugh (Kaw); 4. David Davis (Hon); 5. Bill Zearley (Kaw); 6. David Young (Suz); 7. Alan Abercrombie (Hon); 8. Rusty Williams (Hon); 9. Joey Gilleland (Hon); 10. Stephen Ochoa (Suz).

C S/BK EX: 1. Darryl Saylor (Hon); 2. Grant Lopez (Hon); 3. Jeb Bridgeman (Hon); 4. Chad Steven Bynum (Hon); 5. Lanny Allen (Hon); 6. Jeffrey Covington (Hon); 7. Damon Harvey (Yam); 8. Bryan Hanson (Yam); 9. Reuben Frankenfield (Hon); 10. Ramon Vasquez (Hon).

C S/BK NOV: 1. Frank Wilson (Yam); 2. David Davis (Hon); 3. Rusty Williams (Hon); 4. Alan Abercrombie (Hon); 5. Jim Anderson (Hon); 6. Tim Shaver (Hon); 7. Jim Dugan (Hon); 8. Ed Hoffman (Hon); 9. Joey Gilleland (Hon); 10. Christian Volcko (Yam).

D S/BK EX: 1. Matt Manspeaker (Yam); 2. Lee Van Norman (Hon); 3. Daniel Ray (Yam); 4. Nick Hayden (Yam); 5. Eric Falt (Rtx); 6. Craig Shores (Yam); 7. Paul Palombo (Yam); 8. Paul Black (Yam); 9. Joseph Kniesly (Yam); 10. Patrick Mullen (Yam).

D S/BK NOV: 1. Paul Netterstrom (Yam); 2. Aaron Obenberger (Yam); 3. Todd Stoner (Kaw); 4. Scott Martin (Hon); 5. John Hamilton-Haner (Yam); 6. Collin Fowler (Yam); 7. Rob Dornseif (Yam); 8. Richard Bair (Yam); 9. Douglas Blish (Yam); 10. David Sweeney (Yam).

U/L TWINS EX: 1. Stephen Mathews (Duc); 2. Ray Hickson (RPM); 3. Michael Tiberio (M-G); 4. Jeff Reeves (Duc); 5. Craig Waugh (Hon); 6. Jim Struke (Hon); 7. Dave Knapp (Rtx); 8. Tom Benedict (Hon); 9. Charles Ergle (Yam); 10. Shawn Higbee (H-D).

U/L TWINS NV: 1. Scott Martin (Hon); 2. Nancy Dewar (Hon); 3. Daniel Brennan (Yam); 4. Brian Surtees (Yam); 5. Lance Ribiero (Kaw); 6. Roy Nicholson (H-D); 7. Micah Stevenson (Duc); 8. Michael Shawn Snow (Hon); 9. Mike Lyle (Kaw); 10. Tim Abke (Hon).

VINT 2: 1. Brad Morrison (Yam); 2. Walt Schaefer (H-D); 3. Bruce Allen (BSA); 4. Frank Smith (Hon); 5. Richard Miles (VEL); 6. Charles Campbell (BSA); 7. John Wybenga (BSA); 8. Bob Gerberich (Hon); 9. Thomas Kerr (Duc); 10. William Murar (Yam).

VINT 3: 1. Todd Henning (Yam); 2. Douglas Pedrick (Suz); 3. Jesse Morris (Tri); 4. Brad Morrison (Yam); 5. Richard Merhar (Yam); 6. Keith Powell (Yam); 7. Van Funchess (Duc); 8. Craig Breckon (BSA); 9. Craig Charles (Tri); 10. Frank Smith (Hon).

VINT 4: 1. Michael Tiberio (M-G); 2. Todd Henning (Yam); 3. Douglas Pedrick (Suz); 4. Richard Oldakowski (Yam); 5. Jesse Morris (Tri); 6. Tony Lewis (M-G); 7. Fred Beck (BMW); 8. Royce Eaton (Nor); 9. Van Funchess (Duc); 10. Daniel Meisner (M-G).

VINT 5: 1. Ronnie Lunsford (Hon); 2. Michael Tiberio (M-G); 3. Aaron Stevenson (Kaw); 4. Jake Coye (Kaw); 5. Ray Hickson (Hon); 6. Todd Henning (Yam); 7. David Cheek (Hon); 8. Brian Thomas (Suz); 9. Robert Newby (Hon); 10. John Whittenburg (Hon).

FUTURE STARS: 1. Joey Gilleland (Hon); 2. Christopher Haldeman (Hon); 3. Jeff Leonard (Yam); 4. Donald Lee Bowen (Hon); 5. Bob Utegg (Hon); 6. Chris Normand (Hon); 7. Jim Dugan (Hon).

FUTURE STARS FINAL C'SHIP POINT STANDINGS: 1. Jeff Leonard (64); 2. Christopher Haldeman (60); 3. (TIE) Joey Gilleland/Jerry Evans (46); 5. (TIE) Chris Normand/Ed Hoffman (20); 7. (TIE) Donald Lee Bowen/Kenneth Melville (18); 9. Larry Dodson (16); 10. (TIE) Tim Shaver/Carolyn Ostrander/Brian Leeter/Bob Utegg (15).

YAMAHA SECA II CHALLENGE: 1. Scott Mouser; 2. Steve Doolin; 3. Mark Middleton; 4. Kelly Drew; 5. Wesley Totsubo; 6. Thomas Rose; 7. David Olin; 8. Michael Dee Hamilton; 9. Eric Pladson; 10. Brent Plummer.

YAMAHA SECA II CHALLENGE FINAL C'SHIP POINT STANDINGS: 1. Steve Doolin (87); 2. Robert Yule (69); 3. James Dennison (61); 4. Scott Mouser (49); 5. Rod Burr (40); 6. Mark Middleton (39); 7. Kelly Drew (37); 8. (TIE) Tommy McComas/Michael Dee Hamilton (35); 10. Gerry Hasher (25).

SUZUKI CUP 1100cc: 1. Kurt Hall; 2. Chuck Graves; 3. Gerald Rothman Jr.; 4. Robert Wright; 5. David McGrath; 6. David Stanton; 7. Steve Patterson; 8. Kevin Rentzell; 9. Robert Marsh; 10. Glenn Philshie; 11. Dennie Burke; 12. Earl Halford; 13. Orlando Pablo; 14. Ward Cook; 15. Michael Crepeau; 16. Keith Young.

Average Speed: 103.760
Margin of Victory: N/A

SUZUKI CUP 750cc: 1. Gerald Rothman Jr.; David Deveau; 3. David Sadowski; 4. Chuck Graves; 5. James Randolph; 6. Steve Patterson; 7. Aaron Yates; 8. Kurt

Hall; 9. Ray Yoder; 10. David Stanton; 11. Robert Wright; 12. Kevin Rentzell; 13. Jim Leslie; 14. Glenn Szarek; 15. Mike Sullivan; 16. Pete Martins; 17. Robert Meister; 18. Anthony Lupo; 19. Andrew Deatherage; 20. Mark Junge.

Average Speed: 103.611 mph
Margin of Victory: 0.21 seconds

SUZUKI CUP 600cc: 1. Steve Patterson; 2. Gerald Rotherman Jr.; 3. David Stanton; 4. Kurt Hall; 5. Robert Wright; 6. Kevin Rentzell; 7. Robert Meister; 8. Robert Marsh; 9. Mark Junge; 10. Dan Lowry; 11. Mark Henry; 12. Dax Snow; 13. Tom Christian; 14. Randy Edwards.

Average Speed: 101.279 mph
Margin of Victory: 4.84 seconds

SUZUKI 750 CAN-AM CHALLENGE: 1. Gerald Rothman Jr.; 2. David Deveau; 3. Mario DuHamel; 4. James Randolph; 5. Jeffrey Sneyd; 6. Alain Quessy; 7. Klaus Moehrl.

Power-Mist/Performance Machine WERA National Endurance Series: Final round

Team Suzuki survives tough challenge

By Larry Lawrence

BRASELTON, GA, OCT. 30

Kurt Hall and Michael Martin knew the final WERA National Endurance race of the season at Road Atlanta would be a tough one. "We knew we were going to have to strap our helmets on a little tighter and really go all out," said Team Suzuki Endurance rider Martin. The team had already wrapped up its ninth WERA Endurance title, now it was time to put on the gloves and go toe-to-toe with long-time AMA rival Dutchman Racing, and Team Kinko's, one of the few teams to beat Team Suzuki straight up this year.

But while the other teams made mistakes, Team Suzuki rode another flawless race and ended another successful season with a win in the four-hour event.

Virginia Breeze Racing, with riders Glen Szarek, Paul Youngman and Charlie Safley riding a Yamaha OW01/FZR1000, turned in another first-rate performance and finished only 26 seconds behind Team Suzuki at the finish.

The wet weather helped Team Pearls Suzuki put its Suzuki GSXR600 in the winner's circle. Darryl Saylor, Jim Roth and Marty Lentz rode for Team Pearls.

The race started with Team Suzuki leading Team Kinko's and Virginia Breeze. Ray Yoder started in near the back of the pack on the Dutchman Yamaha. Dutchman had blown up its

big motor and was running a stock unit which, as it turned out, wasn't much of a disadvantage in the rain.

Ten laps into the race, Team Kinko's moved into the lead over Team Suzuki. Yoder was now in third followed by Team Suzuki Two. Virginia Breeze dropped to fifth.

A red flag stopped the race in the first hour.

During the second hour, Yoder put the Dutchman Yamaha in the lead. It was a short-lived lead, however, as ten minutes later Yoder crashed and Dutchman dropped to ninth at the end of the second hour. The former AMA Champions eventually re-entered the race to finish fifth.

Another victim of the wet track was Team Suzuki Two's Steve Patterson, who crashed just a few minutes before Yoder did. The Team Suzuki crew elected not to try to get the second team back in the race; they had too much to worry about with the lead bike.

Virginia Breeze took the lead in the second hour just ahead of Team Kinko's. Team Suzuki ran third.

During the third hour, the Team Kinko's Yamaha started mis-firing. The riders would bring the bike in, the crew would work on it, then send them back out only to have the rider pull in again a lap or two later. This went on for an agonizing 15 or 20 minutes before an ignition coil was finally replaced. By the time the problem was fixed, Team Kinko's was way back in 15th place. Kinko's Batey and Tom Wilson worked their way back up to eighth by the finish.

Team Suzuki switched to full rain tires in the third hour and Hall took back the lead for good.

In the closing minutes of the race, Szarek closed the gap with an outstanding come-from-behind attempt by Virginia Breeze. When Team Suzuki's Martin came out of the pits for the final stint, Virginia Breeze was 50 seconds behind the leaders. Szarek pulled to within 30 seconds before stabilizing in the last 15 minutes of the race.

Team Pearls Suzuki rode steadily along, taking advantage of the other teams mishaps, and moved into the top three overall in the last hour. Team Pearls finished the season as Mediumweight Superbike Champions and an outstanding third overall in the series.

Northern Boys Racing won convincingly over Nicholson's Ann Arbor in the Mediumweight Production class. Nicholson's second-place finish was good enough, though. The team of Dave Bloom and Steve Kok won the class title.

TBA Racing won the Heavyweight Production race over Force Racing. Red Hot Racing finished third to edge out Force for the title. **CN**

Results

FINAL: 1. Team Suzuki Endurance (Suz); 2. Virginia Breeze Racing (Yam); 3. Team Pearls (Suz); 4. Dutchman Racing (Yam); 5. Team 20/20 Track 'N' Trail (Kaw); 6. R.A. Racing (Suz); 7. Archlight Racing (Hon); 8. Team Kinko's (Yam); 9. Royale Racing (Hon); 10. Northwest Honda Racing (Hon); 11. Team America (Hon); 12. TBA Racing (Suz); 13. Northern Boys Racing (Hon); 14. Force Racing (Yam); 15. Canton Racing (Hon); 16. Nicholson's Ann Arbor (Hon); 17. Light Speed Two (Hon); 18. New York Motorcycle Racing (Yam); 19. Red Hot Racing (Yam); 20. TKO Racing (Suz).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. Virginia Breeze Racing (Yam); 3. Dutchman Racing (Yam); 4. Team 20/20 Track 'N' Trail (Kaw); 5. R.A. Racing (Suz).

H/W PROD: 1. TBA Racing (Suz); 2. Force Racing (Yam); 3. Red Hot Racing (Yam); 4. Anderson/Jardine Racing (Suz); 5. Eagle Industries Unlimited (Suz).

M/W S/BK: 1. Team Pearls Suzuki (Suz); 2. Royale Racing (Hon); 3. Canton Racing (Hon); 4. New York Motorcycle Racing (Yam); 5. TKO Racing (Suz).

M/W PROD: 1. Northern Boys Racing (Hon); 2. Nicholson's Ann Arbor (Hon); 3. Light Speed Two (Hon); 4. Amore Racing (Hon); 5. American Dream Racing (Yam).

NAT'L ENDURANCE C'SHIP FINAL POINT STANDINGS: 1. Team Suzuki Endurance (1238.6); 2. Virginia Breeze Racing (990); 3. Team Pearls Suzuki (983.68); 4. Team 20/20 Track 'N' Trail (955.97); 5. Royale Racing (953.09); 6. Archlight Racing (905.69); 7. Red Hot Racing (871.36); 8. Force Racing (853.19); 9. TKO Racing (810.28); 10. Team Kinko's (795.91).

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OFF-ROAD AMA National Championship Enduro Series: Final Round

High-five for Hawkins at Delaware National



By Michael Snyder

DELAWARE CITY, DE, OCT. 31

"That was the toughest championship I've ever earned," stated Randy Hawkins as he accepted the first-overall trophy at the awards presentation, just hours after clinching his fifth National title. "I kind of took Steve Hatch under my wing a couple years back, and I think maybe I taught him a little too good!"

The Delaware Enduro Riders' 30th Annual Delaware National Enduro had all the trappings of a classic showdown. Take a four-time, defending champion, add an aggressive up-start teammate, throw in a slim difference in the point standings and several AA counterparts who have nothing to lose and prestigious contracts to gain; mix them all with adverse weather conditions into the final event on the '93 calendar, and the result is a script-writer's dream.

The two Suzuki riders - both of whom had already earned three wins on the season - battled over the top honors until a lucky mistake on the part of the defending champ helped earn him the overall win, along with the title. Hatch was just two points off Hawkins' winning 39-point tally, and claiming the third spot was a surprisingly rejuvenated Jeff Russell; the former champion and factory KTM rider put his disappointing, injury-riddled season behind him and kept the two title contenders honest. Rounding out the top four was the East Coast Enduro Association's current points leader, Team Green's Michael Lafferty,

(Above) Randy Hawkins had some anxious moments at the Delaware National, but when it was all over, he had chalked up his fifth title. (Right) Steve Hatch, Hawkins' teammate, finished second in Delaware and second in the series.

who successfully matched the hectic pace set by the seasoned series regulars.

Before the enduro, Hatch knew that in order to win the title he had to score the win and hope that someone else finished between he and Hawkins, his teammate and mentor. But first and foremost in the minds of the more than 400 competitors was the rain - which had been falling in near-torrential amounts for the past 24 hours and wasn't about to let up - and the notorious reputation of the clay-based, tractionless soil that made up most of the 120-mile course. The club had already overcome a much bigger problem a few weeks prior to their Halloween Sunday event date, when their mostly completed course was the unlucky victim of an unusual weather condition.

"About three weeks ago, we had the unfortunate luck of having a tornado touch down around here, which more or less devastated the wooded sections of our enduro," said trail boss Charles Stapleford. "I've got to hand it to my guys in the club; they've worked almost non-stop to groom this course back into the condi-

tion that's expected of a national-caliber event. The course was in perfect condition prior to all this rain, but I'm very confident that we won't have to re-route too much (of the trail)."

For the first time in nearly 10 years, the enduro also featured a new start location, moving away from the Gloryland Park area and putting the many riders on "equal terms."

"Although we parted on good terms and still were allowed access to some of the land over there, a development project was the reason we had to find another starting area," explained Stapleford. "We searched for another prime area that could accommodate the number of riders that we draw to this event, and settled on this site, which is headquarters for the Delaware National Guard. The people in charge here have been very responsive to our needs and by starting here, it allowed me to add some entirely new sections. I've reversed the direction of the course, gotten more land usage from the few landowners we deal with around here, and cut some trail through a totally new phragmites reed section near the end of the event."



Hawkins started on minute 22, with Hatch just four minutes back on the 26th row. After all the AA competitors zeroed the first check, the real action started when Hatch took command of the situation and bested his senior team member, as well as everyone else, through the first special test. The section included some tight wooded trail and a phragmites reed section, and Hatch dropped just six points. Hawkins, Russell, Lafferty and Suzuki support rider Chris Smith all dropped seven, which meant the ball was in Hatch's court.

Hatch carried his advantage through the next two back-to-back tests, dropping three points in each of them and carrying his momentum into the first gas stop. Only Smith and Hawkins were able to match Hatch's six points in the second and third tests, as both Lafferty and Rus-

sell fell temporarily by the wayside with scores of 9 and 7, respectively.

One rider who was writing another chapter in his "Delaware Curse" memoirs was Team Husqvarna's Kevin Hines, who was suffering with mechanical problems.

"I had the rear brake caliper fall off about half a mile into the third section," said Hines. "I could feel the brake sticking earlier in the second section and I didn't know if the bolts were working loose or the pins were shearing off. After it finally broke away, I had to stop and remove it, which caused me to drop more time than necessary in that particular section."

Looking over the contestants' score cards at the first gas revealed that Hatch enjoyed a one-point advantage over both Smith and Hawkins, while Russell was only two points off the leader's pace.

Once back underway, the riders were aimed in the direction of the technical "Sluice" section, and all of the top riders zeroed the subsequent check. Most of them also zeroed the next section, though Smith burned it. The next check's crafty placement claimed several riders, including Hatch, Hawkins, Hines, Smith and KTM riders Kelby Pepper and Alan Randt, who all came in early. Russell, Michael Lafferty and his brother Jack, however, stayed honest and snuck through with zeroes, moving Russell even with Hatch at 14 points.

The following test was in the only section of trail that the club had to re-route because of the rainy weather, and it also turned out to be the turning point of the event. Hawkins used what was actually a mistake on his part to his advantage, dropping just one point at the check-out while his closest adversaries, Hatch and Russell, both dropped four.

"At the last minute, the club added a three-minute reset right before the test, so it wasn't on the roll chart," said Hawkins. "I didn't see the sign and I blew right by it, but luckily there wasn't a check-in to the special test. That's where I got three points on them."

"Randy had some luck fall his way when he missed a reset into that re-routed section," said Hatch. "He could have burned the section if there was a check-in, because he was wicked early going into it, but he managed to get away with dropping only a point in there, while I hesitated and paid for it by dropping four. That was basically the race, but we were pretty close anyway."

In a prime example of the unpredictability that makes enduros what they are, the entire season rested on Hawkins and Hatch's actions at the reset. Had Hatch ignored, or missed, the reset and tied Hawkins' score at the check-out, he would have eventually scored the overall win in the enduro, by one point, but Hawkins would have finished second and still secured the championship. However, had there been a check-in after the reset, Hawkins would have burned it and finished back in the pack, literally handing the title to his teammate.

"Earlier this year I got burned when I didn't see a reset, so I was really careful to notice that one today," laughed Hatch. "I guess from now on, when I get to a reset I should just decide whether or not to pay attention to it."

Hatch and Russell's alert riding put them both two points behind Hawkins on total scores, after the test, and Hawkins carried his lead into and through the next

special test, bringing him to the second gas stop with his two-point lead still intact.

At the gas stop, a flurry of activity saw all the leaders exchanging their worn rear tires for fresh rubber, as each attempted to gain any possible advantage on his rivals. After swapping brake pads, refueling and cleaning off the mud-packed radiators, the riders ventured out for their third and final loop. Hatch and Hawkins, blistered through the next pair of tests, each dropping a 14 points to Russell's 16.

Hines' bad luck continued when his bike lost its coolant due to a faulty head gasket and locked up, ending his day prematurely.

In the next special test, which was immediately followed by another, Hawkins nearly gave a minute back to Hatch, stopping the clocks just seconds away from a four at 3:56. Hatch got his revenge and moved to within one point of the lead by dropping five in the next section, while Hawkins posted a six. But Hawkins gained the point back by zeroing the new phragmites reed section near the finish, while his challenger was a minute late.

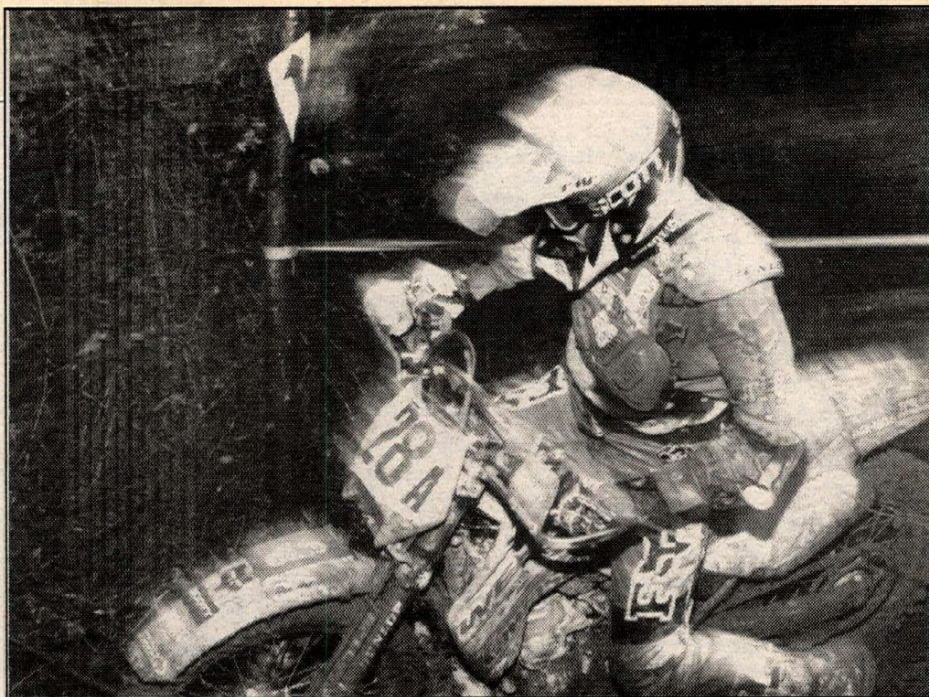
An obviously relieved Hawkins claimed his fifth championship, but his protege showed that he will truly be a force to reckon with next season. In only his third year as a nationally ranked AA competitor, Hatch has climbed the enduro rider's ladder of success in a relatively short time, and looks poised to continue upwards.

"I had a couple of little problems throughout the day where I made some mistakes, but I wasn't the only one," said the Suzuki/MSR/Scott/Metzeler/Braking/RK/Bel-Ray/Technosel/100%/Exceed/Pro-Taper/Asics/ICO/Moose/Bieffe/Factory Connection-sponsored Hawkins. "I think everyone suffered a little bit today. I got off pretty good in the morning, but burned that seventh check and just couldn't get rolling in that long section

after the second gas. In the conditions we raced in today where you constantly feel you're not going too good, you've got to remember that everyone else is racing in those same conditions, so you never give up. Despite the weather, this was one of the best races we competed in this year; these guys put on a national-caliber race that was challenging enough to test the riders and decide a championship."

"I'm just happy to move my national ranking from fifth place last year, to the second I got today," said Hatch. "I had a Bark Buster work loose in the morning section, which hampered my riding because it would jam against my leg every time that I turned into a corner, so I had to stop and take that off. I would beat Randy through a section and then he would beat me back in the next section, so it was back and forth nearly all day, which makes it fun. We all knew that the club would put on a great race and I don't think any of us were disappointed. It was a perfect end to the season because instead of a couple of special tests deciding the overall outcome, it was nearly the entire day of racing, which resulted in the high scores. I was a little worried that we would have to face some bottlenecks because of the weather earlier in the day, but that problem never materialized, thankfully."

"I fell a few times because of the slippery conditions out there, but I was happy overall with my riding today," exclaimed third-overall finisher Russell. "I had a rock jam into my chain, which caused it to lock up the motorcycle, and I actually thought that it had seized. I was on a downhill when it happened, which added to my misery because I couldn't get the rock out of the chain until I dragged the bike to the bottom. Steve managed to catch me while I was working on it, which shows you just how long it took to fix. (Hatch started three minutes behind Russell). One thing you are guaranteed when you



Michael Lafferty trudged through the mud to finish fourth overall.

race at this event is that you have to think; Charlie loves to put in those tricky checks that are just over a hill or hidden behind something, so there are no easy checks and you have to work for everything you get. It would be nice if all the national enduros were like this."

Fourth overall was grabbed by Michael Lafferty. "I had a really good day," said the 18-year-old from New Jersey. "I had a little problem with those phragmites reeds earlier today. I was a little intimidated by them because they're so slippery, but I guess the secret to riding in that stuff is just hold it wide open like Hatch and Hawkins do. Those guys are absolutely phenomenal, so I was glad that I was just able to stay in contention throughout the day. Those guys go hard from beginning to end, so I had to pace myself a little."

KTM rider Kelby Pepper may not have been happy with his fifth-place finish, but it did secure

his third-place in the final standings for the second-straight year.

"I had a very bad morning because I had a lot of problems with my glasses fogging up and I could barely see anything," said the quiet rider from Colorado. "I ended up taking them off, and I'm near-sighted, so I couldn't really make things out until I was on top of them, which was too late. I was able to use them after the first gas, once the morning mist went away and it started to dry up a little. It was a tough day because we don't get much rain back home in Colorado, so I really don't get to practice riding in slick muddy conditions like we had here today." **CN**

Results

O/A: 1. Randy Hawkins (Suz); 2. Steve Hatch (Suz); 3. Jeff Russell (KTM); 4. Michael Lafferty (Kaw); 5. Kelby Pepper (KTM); 6. Chris Smith (Suz); 7. Alan Randt (KTM); 8. Jack Lafferty Jr.; 9. Brian Lohman; 10. Bill Atkinson.
AMA NATIONAL CHAMPIONSHIP ENDURO SERIES FINAL POINT STANDINGS (Best 7 out of 9 rounds): 1. Randy Hawkins (191/4 wins); 2. Steve Hatch (177/3); 3. Kelby Pepper (166); 4. Jeff Russell (147); 5. Kevin Hines (131).

The Hawk talks

When that quiet, skinny kid with the southern accent entered his first enduro just one decade ago, few could predict that he would ever surpass Terry Cunningham's total of four National Enduro Championships. But with his win in Delaware, Randy Hawkins has done just that, and now holds sole possession of third place in the record books; the only riders with more crowns are Dick Burleson, with eight, and Bill Baird, who has seven.

We had a chance to get Hawkins' feelings following his title-earning win.

Randy, was this your toughest championship yet?

Definitely. This particular season has had the most competition since I've been racing the nationals. Out of all of us, Steve (Hatch) is the one who really picked up the pace. Kelby Pepper has as well, but not as much as Steve has. I think Kevin (Hines), Jeff (Russell) and myself have basically stayed the same, so we've got our work cut out for us next year, that's for sure.

Did you ever figure Steve would give you such stiff competition this year?

Yeah, pretty much the whole year I figured Steve would be the guy I'd have to beat in order to retain my championship. He showed the speed at the end of last year to where I knew he would be a threat to me this year. I also thought Jeff Russell would've been a problem for me as well, but once he got hurt I realized it was between Steve and myself for the title.

What do you think about having Steve as a teammate?

I think it's great! Steve's presence on the team has been very beneficial for us both, in terms of motivating me and just plain hanging out together. He's definitely the new blood in the National Enduro competition, so I'm glad we have him on our side, and I wouldn't want any other person on the national circuit other than him as a teammate.

In 1991, you were involved in a points battle with



Randy Hawkins (left) is congratulated by teammate and series-rival Steve Hatch.

Kevin Hines, your teammate at the time. As was the case this year, it all came down to the final round, and it's been said that there was some bad blood between you two at the time. Is that the case, and how were you able to avoid that with Steve?

Well, there really wasn't any bad blood between Kevin and me at all. He's done a lot for me that many people don't realize, like showing me the ropes when I first started out in national competition and carrying me through that. He's shown me a lot and I owe much of my success to him, for taking the time and helping me through those early years. I don't have any bad feelings against Kevin and still consider him one of my best friends.

Steve's basically the same thing, because he's always eager to listen to what I have to say and is always asking me questions. He's willing to learn and he tries. It's sort of like déjà vu in that I'm the veteran showing the ropes to the new up-and-comer, so I hope that when I'm off the pace, Steve will be there to carry onwards for Suzuki.

What motivates you year after year?

I just love to ride. When it starts to be a chore and begins to feel like a job, I'll quit and do something else like play golf. The people associated with this particular sport are, in my opinion, the best group in all of off-road competition. The camaraderie with my teammate also helps me stay with it, because I like how we push each other and still remain good friends.

Now that you've got five titles, are you shooting for Dick Burleson's record of eight?

No, that record will never be broken, because of the competition now and the amount of races we compete in. I'm happy right now to be third on the all-time win list.

Your mechanic Dale Stegal has been a mainstay in your camp since the beginning of your career. How instrumental has he been in your success?

Basically, I wouldn't be where I am in this sport if it wasn't for Dale. He deserves much more credit than I do. He's my best friend; he motivates me; he tells me to pick the pace up at a race and will pat me on the back or criticize me when I need it. The reason for my five championships is Dale Stegal, without a doubt.

How long do you think it'll be before you decide to hang your boots up and retire?

Well, I don't know about hanging my boots up. Each year something else comes up. I seem to be getting more into the advertising part for Suzuki and I've done some promotional work in Japan and the Dominican Republic, and it was really fun. I don't think I'll totally retire from riding, but I may just drift more into that spectrum of the business. Hey, I've been competing in National Enduros since 1983, so that's quite a few years. I've dedicated my life and garnered up some pretty good results, so I have nothing to be ashamed of, but when it's time to step down, I'd like to do it gracefully and move on.

HARE SCRAMBLES AMA Wiseco/Yamaha/Dunlop Grand Nat'l Cross Country Series: Rnd. 12

Andrews again at High Point

By Davey Coombs

MT. MORRIS, PA. OCT. 31.

Newly-crowned Grand National Cross Country Champion Fred Andrews wasted no time in proving that he deserved the number one plate by winning the High Point GNCC on Halloween. The 27-year old from Salem, Ohio, paddled through three hours of mud, sleet and snow on his way to his fourth overall win of the 1993 series. Team Green's Doug Blackwell and Andrews' Yamaha teammate Jan Hrehor rounded out the top three overall in what many of the competitors felt was the toughest race of the season.

"That was my statement race today," said Andrews after the miserable run was over. "I wanted to show everyone what I'm capable of. It was crummy, crappy weather and I didn't have to come but I wanted to go out and win. I

"This was the muddiest race ever for me," said Andrews. "Motocross, cross country, whatever. If this would have been a pro motocross race, everyone would have been at the riders meeting crying and whining about the conditions; they might not even have had it. When you come to this race you'd better be ready to ride come hell or high water." Ironically, the 1993 GNCC Series saw its first-ever race cancellation when "Blizzard of '93" made it impossible to get into the Dallas Ricker Complex in Tennessee, in March.

"You could hardly see out there," said Team Husqvarna's Duane Conner. "If you got behind someone they would throw so much mud and water back in your face that you'd lose your goggles right away. Then the snow and water got in your eyes and it was a lot to deal with."

Series organizer Dave Coombs entered the event in the Super Senior +50 class but carried a radio on his belt to let the referee and course marshals know of any course changes that may be required due to the adverse conditions. The first reroute was called in from a steep uphill near a power line, which had become impassable halfway through the first lap of the race. The Andrews crew carried their own walkie-talkies, passing information about trouble spots and the condition of their rider's burbling engine back to the pit crew. Andrews himself was not wired to anyone.

Andrews' day didn't start out great as his bike failed to ignite in the moments leading up the start of the race. After 15 or 20 kicks he finally got the cold Yamaha running, just in time to shut it back down for the dead-engine start. Andrews had much less trouble getting his machine started when the referee's green flag flew but the holeshot nonetheless went to the Kawasaki of Blackwell.

"At first there was a lot of traction out there, which surprised me, but then the track deteriorated quickly because of the rain and snow," said Andrews, who is backed by Yamaha, Pro-Circuit, Smith, Answer and Andrews Racing. "There was water running down the middle of every hill because of the weather. The lines changed every lap; they even had to cut out some of the hills. It was rugged all right." Andrews stopped in his pit area while leading after one lap to let his people know that his bike was still breaking up badly.

"I passed Blackwell in the second corner but then on the next hill the bike started sputtering again and it didn't stop the whole race," said Andrews. "I don't know if I got water in the gas or something like that but the sputter never stopped."

Plessinger lost a couple of spots when he stopped in his own pit area for goggles after a lap, allowing Conner and Hrehor to go past him. Many felt that Plessinger, the defending AMA National Hare Scrambles Champion, was a shoe-in to win such a muddy race. But the

(Above) One round after clinching the title, Fred Andrews runs a stop sign on his way to another overall win at the cold and snowy High Point National. (Right) Doug Blackwell (2), Jan Hrehor (3) and Fred Andrews dice off the start. (Below) Keith Roger (35), Brian Keegan and Jeff Murgel (14) led the 250cc A class off the line.



was hoping Scott Summers would be here so we could have a nice race together but I guess he decided he doesn't need to come anymore since he can't win the title."

Andrews and the absent Summers have had bad blood between one another for most of the season, culminating in the previous round's on-track run-in that left Summers without rear brakes and Andrews with his first off-road championship.

Pennsylvania's Jeff Lauth, the 200cc A class winner, scored a career-high fourth overall and Craig Jones, the 200cc A class series points leader, finished fifth overall.

An unexpected snow storm hit the southwestern Pennsylvania track the morning of the event and made for extreme conditions all day long. The 7.5 miles per lap course was saturated and muddy, and the riders quickly became cold and wet. The attrition rate was the highest in recent series history.

KTM factory pilot quit the race after the third of seven laps.

"I hate to quit muddy races but this one is beyond muddy!" said Plessinger as he pulled his helmet off under the canopy he was sharing with Conner. "It was the kind of mud that's wet and slippery to ride on but heavy and tacky enough to get you stuck. I stopped for goggles after the first lap, but I didn't stop after the second and I think that's what made me want to quit. I didn't want to stop because I was right behind Andrews and Blackwell and I didn't want to lose them. I tried to keep going but my goggles were covered up (with mud). I took them off so I could see in the woods but when we got into the fields it was snowing so hard I couldn't see where I was going."

Plessinger also tried "hot grips" to compete with the cold but it didn't help enough. "The tips of my fingers were numb the whole time," added Plessinger. "It was misery."

"I can ride in the mud better than some people might think," said Andrews. "I was out front and I knew that Scott (Plessinger) and Tom Norton had to ride harder because they were behind me and had to catch up. I just tried to ride smooth and keep the bike going."

Andrews held a lead of about 10 seconds on Blackwell at the completion of the second lap. Conner was able to pass Norton at the end of the second lap when Norton, struggling on the Kawasaki KX125, stopped for clean goggles. Andrews also stopped, but the pit areas of Norton and Blackwell were near another part of the course, separated by one mile of trail. After Andrews departed, members of his crew began asking around for a "dry gas" additive, which they felt would help solve his worsening bog.

"Andrews started strong," said Blackwell, a 22-year old West Virginian. "He tried to pull out from us right away and I guess he just kept going from there. I tried to keep him in sight but he was going really good." Blackwell said that he only fell once during the entire run, slipping at the top of a short climb near the end of the race. "I was getting tired and a little frustrated. You couldn't really pick a line through the woods. You just had to drop your wheels in a rut and go with it. It's a lot harder on your legs that way."

"You couldn't see the roots or stumps most of the time," said Conner, who also dropped out before the completion of the two hours plus one lap long event. "I dressed for the occasion with Cortex gloves and everything, so I was warm out there but I hit a rock and my chain derailed. I lost a lap trying to get going again so I just called it a day. I didn't want to beat the bike up too much because I have to get it ready to go to Arizona for the last hare scrambles national by Tuesday; there was really no point in going on." Norton also dropped out after the third lap.

With two and one half laps to go, a report on the radios passed the news that Blackwell had managed to trim Andrews lead all the way down to 20 seconds, but by the time the riders arrived at the scoring barrels - and the two-lap board - Andrews' lead time had risen back above one minute. He ultimately won the race by one minute, 11 seconds. Blackwell was another minute and one half ahead of Hrehor, who checked in eleven minutes clear of Lauth and Jones.

"The vision thing was tougher to deal with than cold hands," said Andrews while warming up in his van after the race. "I can handle having my hands get cold but as soon as you can't see you

have to slow down. As soon as you took your goggles off you couldn't see because of the snow."

"Goggles just didn't work today," said Blackwell, who persevered for another second overall, his second in the last three rounds of the series. "I tried a new pair every lap but they would just get wet and slippery again in no time. Believe me, it was as bad as it looks," added Blackwell of the difficulty factor. "There were a lot of deep ruts and stuff out there. In some places we were digging down to the dry ground but then it would snow some more and it would be bad all over again."

"Actually, I do not think that it was as bad as it looked today," said Hrehor, a native of Eastern Europe who now lives in South Carolina. "The biggest problem for me was the cold, not the mud. My fingers were so cold I could not hold the bike for one hour of the race. I changed goggles every lap which helped. I got stuck a few times, I crashed a few times. Third is not too good, but not too bad."

"Brand new brakes, brand new tires, brand new chain and sprockets and it's all worn it," said Gene O'Neil, the defending 250cc A class series champion. "It was just plain bad out there. I couldn't even stay on the seat at the end. This was no race for a beginner but I felt like a beginner out there!" Tenth overall, O'Neil finished behind Andrews Racing rider Todd Morain (sixth overall) and Brian Keegan (ninth overall) in the 250cc A class.

The top Vet A on the day was Tim Shephard, who also crossed the finish line as the seventh-best rider in the overall field. Pennsylvania's own Ron Palermo survived the course to win the Open A class while Ohio's Gary Roach was tops in the Four-Stroke A category. Long-time area woods racer Joe Lojak was the champion of the Senior A +40 class. **CN**

Results

O/A: 1. Fred Andrews (Yam); 2. Doug Blackwell (Kaw); 3. Jan Hrehor (Yam); 4. Jeff Lauth (Kaw); 5. Craig Jones (Kaw); 6. Todd Morain (Yam); 7. Tim Shephard (Yam); 8. Darryl Conner (Kaw); 9. Brian Keegan (Yam); 10. Gene O'Neil (Kaw); 11. Curtis Bardonnier (Yam); 12. Jeff Murgel (Kaw); 13. Ron Palermo (Yam); 14. David Santi (Yam); 15. Darryl Kuenzer (Yam); 16. Bob Ellis (Kaw); 17. Shawn Brell (Yam); 18. John Sherry (Kaw); 19. Gary Roach (Hon); 20. Joseph Lojak (Yam).

PRO O/A: Fred Andrews (Yam); 1. Doug Blackwell (Kaw); 2. Jan Hrehor (Yam); 3. Scott Plessinger (KTM); 4. Thomas Norton (Kaw); 5. Duane Conner (Hus).

OPEN A: 1. Ron Palermo (Yam); 2. Bob Ellis (Kaw); 3. Shawn Brell (Yam); 4. Daniel Palermo (Yam); 5. Carl Ennis (Yam).

250 A: 1. Todd Morain (Yam); 2. Brian Keegan (Yam); 3. Gene O'Neil (Yam); 4. Jeff Murgel (Kaw); 5. David Santi (Yam).

200 A: 1. Jeff Lauth (Kaw); 2. Craig Jones (Kaw); 3. Darryl Conner (Kaw); 4. Curtis Bardonnier (Yam); 5. Robert Bennett (Kaw).

4/STRK A: 1. Gary Roach (Hon); 2. Tracy Warrington (Hon); 3. Rodney Judson (Hon).

VET A: 1. Tim Shephard (Yam); 2. Darryl Kuenzer (Yam); 3. John Sherry (Kaw); 4. Gallie Ward (Yam); 5. Mike McCarren (Yam).

SEN A: 1. Joseph Lojak (Yam); 2. Terry Mealer (Yam); 3. Harry Greenlee (Yam); 4. Dave Coombs (Yam).

OPEN B: 1. Robin Miller (Hon); 2. David Jones (Yam); 3. Richard Lukaesko (Yam); 4. Scott Yochum (Hon); 5. David Gaitan (Hus).

250 B: 1. Clint Bardonnier (Yam); 2. James Rodgers (Yam); 3. Brian Pepka (Kaw); 4. John Grimm (Yam); 5. James Teagarden (Suz).

200 B: 1. Kelvin Hull (Yam); 2. Robin Spacht (Kaw); 3. Robert Thompson (Kaw); 4. Dave Turkovich (Yam); 5. Joshua McLevy (Kaw).

4/STRK B: 1. Mark Martin (Hon); 2. Barry Hawk (Suz); 3. Joseph Lukaesko (Hon); 4. Charles Dailey (Hon); 5. Ralph Thorn (Hon).

VET B: 1. Fred Bashor (Suz); 2. Randy Mansberger (KTM); 3. Wes Ault (Yam); 4. David Fiola (Yam).

Senior B: 1. Frank Erbe (Yam); 2. David Dehner (Yam); 3. Robert Cox (KTM); 4. Tom Parfitt (Yam); 5. Ron Piro (Yam).

S/SEN B: 1. David Sanders (Kaw).

200 C: 1. John Bennett (Suz); 2. Daniel Falger (Yam); 3. James Hughes (Suz); 4. Richard Shaffer (Kaw); 5. Michael Dehner (Kaw).

OPEN C: 1. Brian Moore (Kaw); 2. Theodore Zak (Yam); 3. Tony Taraborrelli (Yam); 4. Daniel Brindo (Yam); 5. Tim Nicklas (KTM).

AMA GRAND NATIONAL CROSS COUNTRY CHAMPIONSHIP SERIES POINT STANDINGS (After 12 of 13 rounds): 1. Fred Andrews (155/4 wins); 2. Jan Hrehor (148/2); 3. Scott Summers (143/2); 4. Doug Blackwell (137); 5. Thomas Norton (109); 6. Tim Shephard (101); 7. Craig Jones (87); 8. Gene O'Neil (86); 9. Scott Plessinger (83/3); 10. Terry Cunningham (74); 11. Blair Sharpless (64); 12. Jeff Russell (62); 13. Gary Roach (61); 14. Jeff Lauth (60); 15. Duane Conner (57); 16. Dwain Miller (56); 17. Rodney Smith (54/1); 18. Randy Hawkins (48); 19. Larry Roeseler (48); 20. Ty Davis (42).

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RACER TEST

Scott Russell's Muzzy Kawasaki ZXR750R Superbike

By Alan Cathcart
Photos by Kyoichi Nakamura



The color of money

As the 1993 World Superbike title contenders headed towards a High Noon shootout South of the Border, down Mexico way, there was a feeling in the superbike world - even among some Ducati fans - that it was Kawasaki's turn to win four-stroke racing's ultimate honor. A little overdue, perhaps - but also just in time, before Honda's return to the superbike arena next season with the fuel-injected RC45, and the rules of the game are changed...

It's appropriate that it should be Kawasaki who has produced the ultimate four-cylinder UJM (Universal Japanese Motorcycle) of the carburetted era, which stretches back over the past

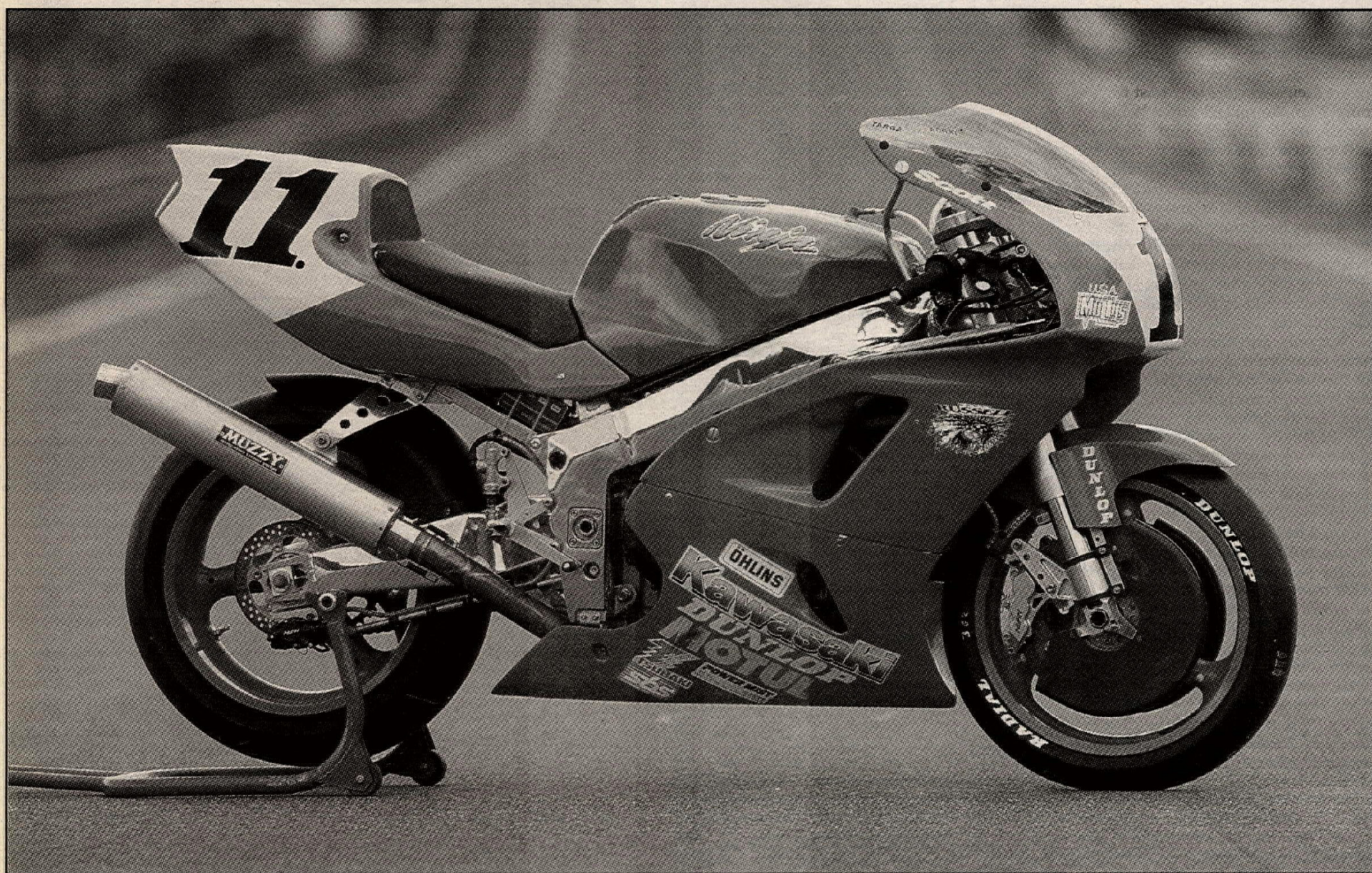
past three years, would appear to have fulfilled that objective perfectly.

It took a shake-up in Kawasaki's World Superbike effort to accomplish this. Aussie veteran Rob Phillis had come close to the crown in the past two seasons - but without cigar. So this year, he was pensioned off Down Under and replaced by AMA Superbike National Champion Scott Russell for his first full season of racing outside America, in a reshaped team that saw Kawasaki's Australian-based World Superbike operation absorbed by their title-winning AMA

Superbike, a package that is closely based on their World Endurance-title-winning ZXR-7 F1, with an intake snorkel for the pressurized airbox enclosing the 39mm Keihin flatsides cut into the front left spar of the frame. This is stiffer than the '92 version, thanks to increased wall thickness of the aluminium used for the main spars, as well as having a stiffer swingarm, with a cast

cates the specs we ran the works bikes in last season. The trick is knowing how to put it all together, and set it up right."

Judging by our test session on Scott Russell's racer at the fast, sweepy Zeltweg track in Austria, the Muzzy team certainly know how to do that. This bike is intimidatingly fast to ride; a breathtakingly powerful motorcycle that seems much more closely related to the



quarter-century, ever since Honda - once again - introduced the new order with the debut of the CB750. For it was Kawasaki who shocked the world by pulling out of 500cc GP racing exactly a decade ago after some promising results with their avant-garde KR500 in the hands of Kork Ballington and Gregg Hansford. The official reason, it says on the 10-year-old press release, was "to concentrate our company's efforts on competing in the future with motorcycles that are closely based on the models we sell to our customers for the street."

The ZXR750, with two World Endurance titles and now the World Superbike crown under its wheels in the

team, under the overall control of Greenbike guru Rob Muzzy. Aussie team boss Peter Doyle would serve as manager of the combined setup, and Kiwi Aaron Slight was the team's second rider.

With the equation completed by further development on the ZXR in Japan, and by the team to produce a bike which now clearly has the measure of the all-conquering Ducati twins at world level, the refocused Kawasaki effort has achieved everything that could be expected of it. All concerned have delivered consistent results, where Ducati's lead riders have failed to do so.

To win the title, Kawasaki came up with a new chassis for the ZXR750

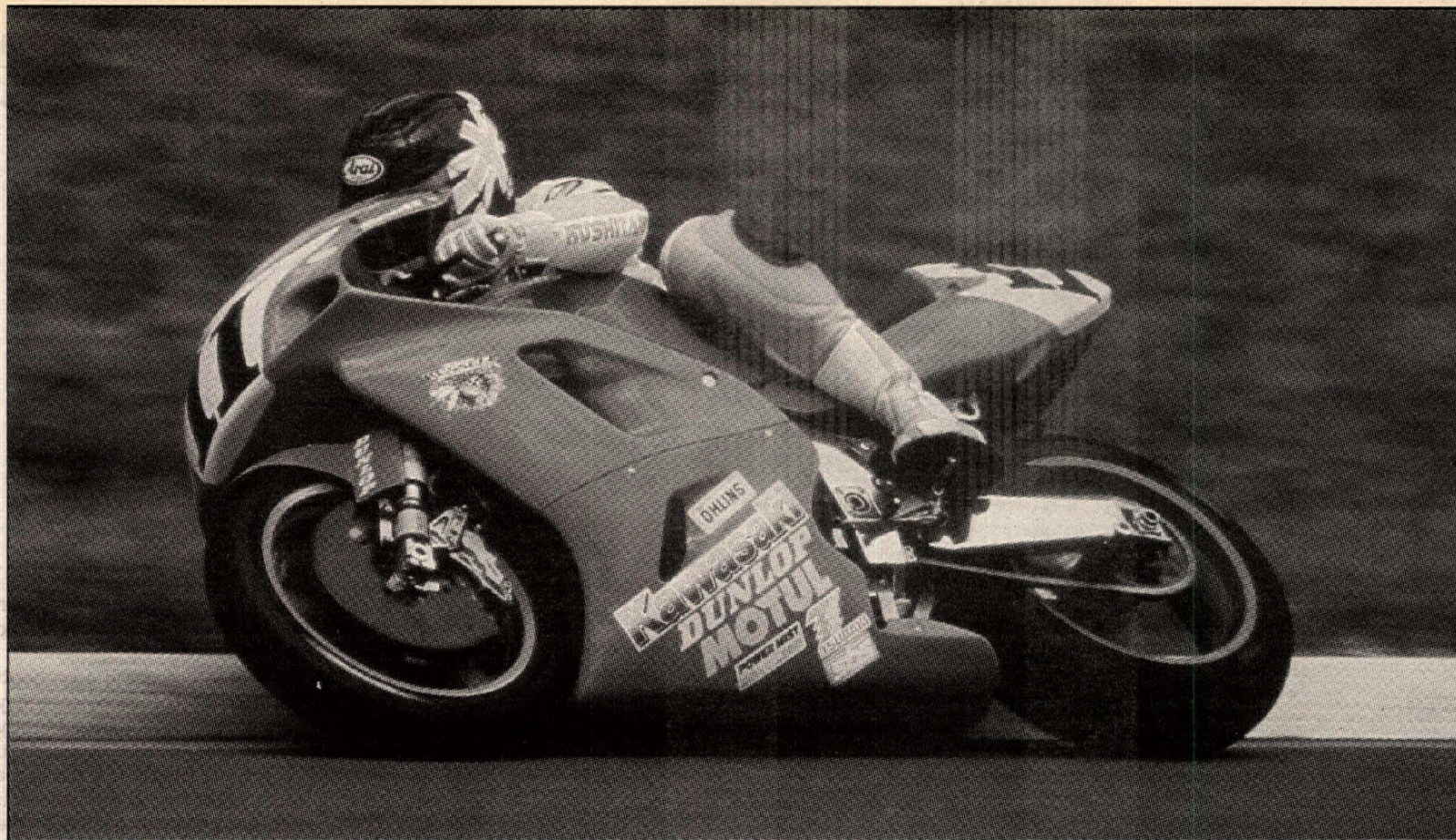
section around the pivot area, which is now adjustable for location like on Phillis's '92 works bike. Basically, Kawasaki took a leaf out of the Ducati book and built an outright four-stroke GP bike that could be homologated for the street - improved according to their previous year's racing experience - thereby benefiting the guys who ultimately bankroll all this, their street-riding customers.

The same applies to the engine, only in spades: "There isn't a single part in Scott Russell's motor that you can't buy from a Kawasaki dealer," Muzzy said. "Our motors are fitted with the '93 ZXR customer race kit, which basically repli-

Scott Russell's World Championship Superbike Series-winning Kawasaki ZXR750R.

GP world than its more street-derived, Rob Phillis-ridden predecessor that we tested at the same track a year ago.

Part of this may be due to the difference in rider choice for the way it's set up, but the rest comes from empirical development of an existing design that, in fact, results in a race bike that seems radically different in terms of both engine and chassis behavior from its immediate forerunner. Though very different from its Ducati rival in obvious



(Left) Tester Alan Cathcart puts the ZXR750R through its paces at the Zeltweg Circuit in Austria. (Below) Cathcart claims the 310mm carbon Nissin brakes which are fitted to the Muzzy Kawasaki are "simply the best." The team uses the shrouds on both fast and slow tracks in both hot and cold weather.

ways, in fact the two are very similar under the surface: so explosively fast on acceleration, you feel your arms yanking out of their sockets if you twist the wrist before you've tucked down behind the screen; so dauntingly muscular yet so fast to steer into turns that you might think you were on a 500cc GP bike, if not for the howl of the four-stroke four or the thunder of the desmo twin; and so incredibly hard-stopping, with the effective carbon brakes that make you think you've run into an invisible wall - two means to accomplish the same objective, two benchmarks in four-stroke motorcycle evolution.

But only one winner. While Ducati, with Giancarlo Falappa in the first half of the season and with Carl Fogarty in the second, won more battles, Kawasaki looks set to win the war.

"Basically, we refined our good points, took care of the bad ones and put a real good package together," Peter Doyle said. "The major change was using Dunlop tires, which of course Team Muzzy had used in the USA before, but not for a full World Championship season. For those of us from the TKA team, it meant big changes in terms of ride height and suspension setup coming from Michelins, and though the basic chassis geometry is the same, the setup is very different from last year, as well as very different for each rider. Scott likes to power slide the bike, so we use soft rear shock settings for him, whereas Aaron doesn't like the wide, sweeping cornering style; he brakes deep into the apex, squares it off and powers out, so we need a stiffer rear end for him. The fact that the chassis can be adapted to suit either rider's style shows it's basically very good."

A multi-adjustable streetbike chassis is an inevitable spin-off from superbike racing, but while the team does experiment a bit with the adjustable swingarm pivot, Doyle says they usually come back to the original settings. More likely to be altered from one circuit to another is the rising rate ratio on the rear Ohlins shock, which can be changed by fitting a different one of the several different links they've now developed.

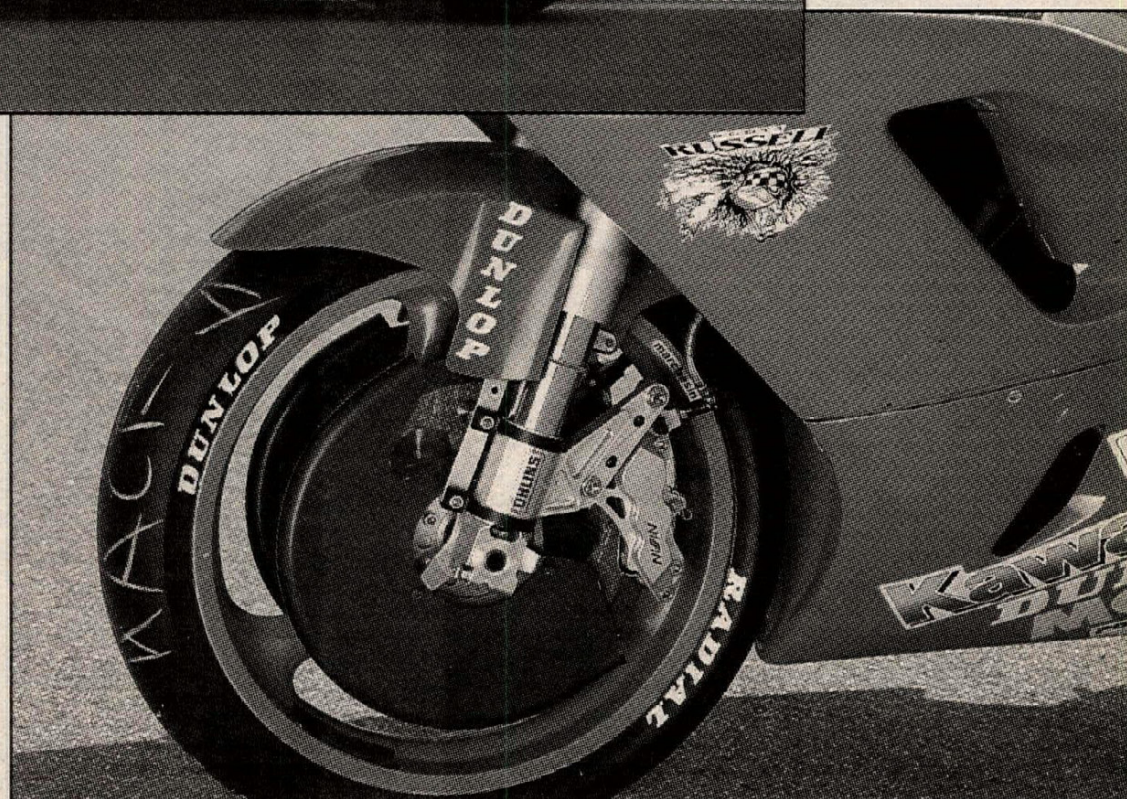
"Basically, we're looking for traction," Doyle said. "To get it to drive better out of turns and, when it does start sliding, to do it controllably."

Yes, but this also means that tire choice for a meaty, powerful (150 hp at the gearbox at 13,800 rpm - up 5 hp from '92), heavy (365.5 pounds, right on the

353-pound superbike weight limit), wheel-spinning megabike like this must be extremely critical, especially on a tight track with many slow turns. Guess right, you might win, but guess wrong and you lose.

Having lived with the ZXR750 for what is now some years, and to understand it so well, both Russell and Slight have a head start at getting it right, with the help of Dunlop's technicians. But Scott still wasn't happy with the tires available in the first part of the season, until Dunlop started to get on top of the problem.

I had to get on top of another kind of problem at Zeltweg - how to stay in charge of a bike that at first felt disturbingly unstable in a straight line, downright twitchy laying into a turn, and insisted on reaching for the stars pattering out of Zeltweg's only slow corner, the chicane. I knew they'd changed the setup somewhat from last year's Phillis bike, but I wasn't expecting to find a 500cc GP racer masquerading as a Superbike. For a start, the riding position is different - on the new '93 frame, the fuel tank is shorter and wider, moving the rider's weight forward to load up the front end, at the expense of a sense of increased bulk. The new-type ultra-trick (and ultra-costly) 46mm Ohlins forks, gold-plated not because of their price tag but because of the TINOL titanium oxide coating which reduces friction and wear, as well as eliminating rock damage, are set at the same 24.5-degree head angle as the stock chassis, but this angle has been effectively steepened by substantial-



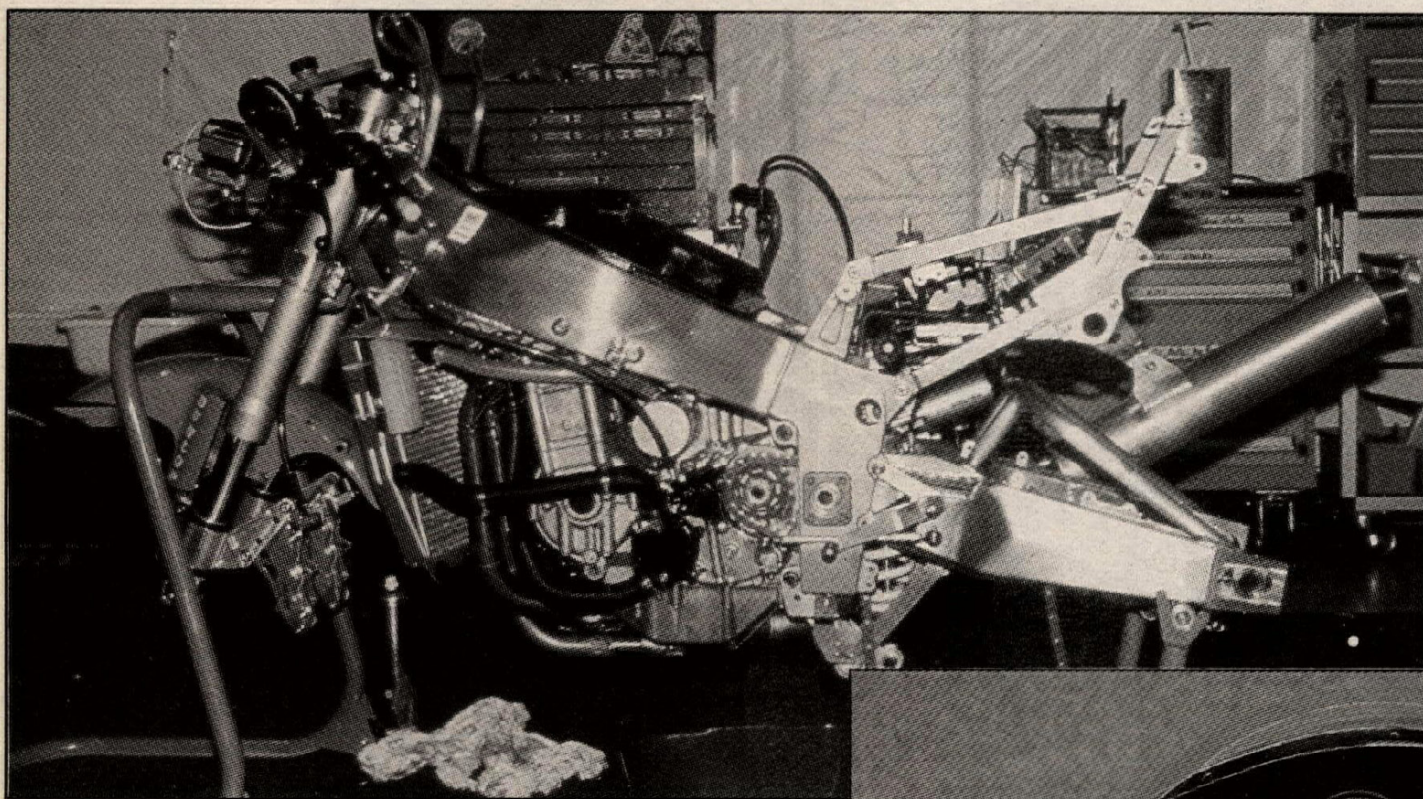
MUZZY KAWASAKI ZXR750R

Specifications

Engine	Water-cooled, DOHC, four-cylinder four-stroke with four-valves-per-cylinder and offset chain camshaft drive
Dimensions	71 x 47.3mm
Capacity	749cc
Horsepower	150 hp at 13,800 rpm (at gearbox)
Compression ratio	13.5:1
Carburetion	4 x 39mm Keihin flatslide
Ignition	Digital electronic CDI (non-programmable)
Gearbox	6-speed
Clutch	multi-plate wet
Chassis	Aluminum twin-spar
Front suspension	46mm Ohlins inverted telescopic fork
Rear suspension	Fabricated aluminium swingarm with adjustable pivot, rising rate linkage and Ohlins shock
Head angle	24.5 degrees
Trail	102 mm
Wheelbase	56.4 inches
Weight/distribution	365.2 pounds with oil/water, no fuel (55/45%)
Front brakes	2 x 310mm Nissin carbon discs with six-piston Nissin calipers
Rear brakes	1 x 200mm Nissin steel disc with two-piston Nissin calipers
Wheels/tires	Front: 125/65-17 Dunlop KR106 radial on 3.75 in. Marchesini wheel Rear: 185/55-17 Dunlop KR108 radial on 6.25 in. Marchesini wheel
Top speed	179.18 mph (Hockenheim)
Year of manufacture	1993
Owner	Team Muzzy Kawasaki; Bend, Oregon

RACER TEST

Scott Russell's Muzzy Kawasaki ZXR750R Superbike



ly raising the rear ride height. At the same time, wider fork offsets are employed to reduce the trail from last year's kicked-out 108mm to a quicker-steering 102mm, which combined with the narrow head angle and accentuated front end weight bias (up to 55/45% on Russell's bike, compared to 52/45% on Phillis's), delivers a bike that takes quite a bit of coming to terms with.

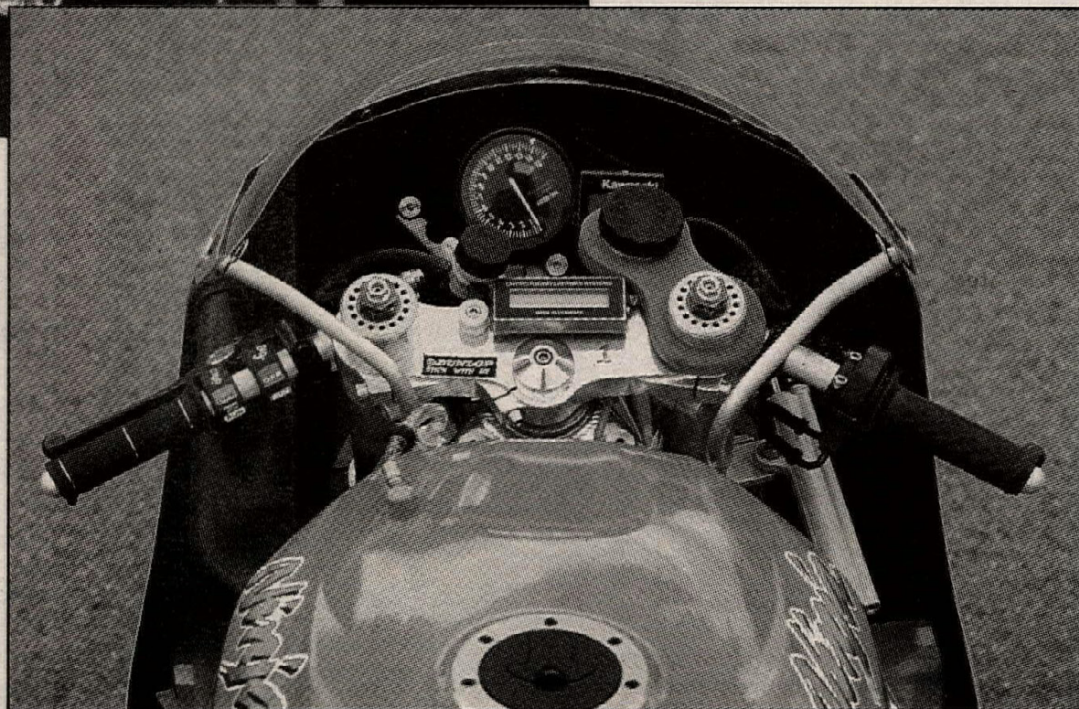
It's intimidating - that word again! - at first, until you eventually figure out that everything is done for a purpose, and the only way to make the Kawasaki respond is to get on top of it and show who's in charge. This is a bike that has to be ridden very forcefully - a Ducati is much less physical, by comparison - but which delivers the goods if you do. I'm no Superbike superman, but the 1:57 lap which Fred Merkel's watch had me lapping Zeltweg on the Russell ZXR would have been good enough for the top 30 in qualifying for the World Superbike round the day before - some indication of its miraculous powers.

This only happened after I convinced myself that it was safe to ignore those speed wobbles up the hill from the chicane. If I hit one of the bumps in the track at speed (my speed compared to Scott's speed), the front wheel chatter over the ripples on the off-camber downhill left-hander after the Bosch Kurve, wasn't anything to get nervous about.

Mr. Russell was watching from that very spot, having cycled up the hill on his brand-new tricked-out mountain bike. "Yeah, same thing happened to me in the dry there," he consoled. "Maybe a suspension problem, or it could of been the tire - either one. But those new Ohlins forks work really smooth most anywhere else, plus that they're stiffer, being thicker than the old ones; they work good under the new brakes we have this year."

Ah yes, Scott, the brakes, thanks for reminding me. And what brakes: personal milestone time - simply the best. I have never ridden a bike, even a factory 500 GP racer, which had such absolutely mind-blowing stopping power at your disposal as the Muzzy Kawasaki has this year with the latest 310mm carbon Nissin discs, and the new six-piston Nissin calipers. The best brakes I've ever used on a motorcycle, they deliver the ability for the ZXR to wait it out going into corners with a 44-pound lighter Ducati V-twin, yet have remarkable sensitivity, allowing you to caress the lever like with metal discs, to knock off a little cornering speed if you enter a turn too

(Above) The Rob Muzzy-tuned Kawasaki has been transformed from a four-stroke street bike into what is basically a four-stroke Grand Prix bike. (Right) Russell's cockpit. The engine revs to a 14,200 rpm redline.



enthusiastically, or need to change line to avoid a slower bike. It's noticeable that unlike other users of black brakes, the Muzzy bikes always run shrouds on both fast and slow tracks, in hot or cool weather, presumably ensuring a constant braking performance with no element of fluctuation.

Russell sets the lever close to the bar at rest, but then as you heat the brakes up the first half lap, the lever fattens out - and then stays there, without any of the variable servo-type effect of other carbon systems. And though the six-piston calipers give a fierce bite when needed, they also have that low-pressure sensitivity, perhaps because of the differential size of each set of pistons - the best.

Though the new Ohlins forks will allow you to brake quite hard on the lean, I wasn't about to find out the hard way just how close they'll come to the Bimota Tesi standard, so I ended up carrying quite a lot of corner speed into some of the turns. That's where the Muzzy ZXR's geometry starts to tell: instead of the more ponderous steering of the Phillis bike (which even in improved form last season was a lot more of an effort to lift from side to side in the Zeltweg chicane), the Russell bike changes direction extremely well for a big in-line four. Yet once you get used to the change in geometry, it's actually not as radical as it seems at first, it allows you to take wide, sweeping lines around Zeltweg's fast curves without the front wheel feeling it wants to tuck under. Hit a bump on the lean, and it does start to shake its head a little at times, probably a function of having quite a lot of weight up high, but generally the steering is

neutral, and notably lighter than before. The extra weight on the front wheel helps maximize grip as you turn into a corner - at a price that perhaps you pay on the way out.

Even I, at a reduced pace, found that - yes sir, the ZXR likes to spin the tire and play tunes on the exhaust note as you switch on the power out of the chicane. At first I thought this, and the speed wobble that sometimes appeared up the next sort-of straight, might be due to the suspension being too soft for my extra weight. But it turns out I'm only a couple of pounds heavier than Russell, so that's not the reason. Fact is, this is just an extremely potent, accelerative motorcycle that motors out of turns like it's been fired from a rocket-launcher, and getting a tire and suspension setup to cope must be a constant challenge.

I know riding it certainly is - and tiring mentally, as well as physically. Russell must be a very fit man - and Aaron Slight, too - in more ways than one. Interesting, by the way, that the team uses a big 6.25-inch rear wheel, whereas last season Phillis found that using a smaller 5.75-inch rim (with Michelin tires, of course) definitely gave better traction.

The guilty party in all this is that so-potent Muzzy motor, which not only has a notably even more linear power delivery from 8000 rpm upwards than before, it revs even more freely than last year's bike did. That leads you to attack the 14,200 rpm rev-limiter as a matter of course, and though there isn't the kick in the power delivery there used to be from about 12,000 rpm up, the constant build of power up to the 13,800 rpm peak means you need to try to keep it revving

up high all the time. This means using the ZXR's previously - weakest point a lot - the gearbox. Fortunately, though, this has been completely changed for 1993.

"There's not one part the same on the cluster," Doyle said. "And it's all better quality, too, with a different shift drum and detent spring, too. We've seen an end to our gearbox problems from last season."

And me to mine, for unlike last year on the Phillis bike, I didn't miss a single gear in more than a dozen laps on the Russell bike, and the shift action is sharper and more precise, too. There was no speed-shifter when I rode the bike, though, and being such an easy-revving motor, I'm sure it would benefit from one. It must surely be on the list, but in the meantime you can now change up without using the clutch, unlike last year.

The power that the World Superbike champion-elect delivers is available to any other Kawasaki team, says Doyle: "We use the same parts as last year, which have now become the '93 racer kit, meaning we have a stock crankshaft, kit camshafts, valves (inlet is 1 mm oversize), springs, two-ring forged pistons, 2.5 mm longer rods, and close-ratio gearbox, and the kit ignition, which still isn't programmable. We use a Muzzy pipe which delivers more top-end power (4 hp from 12,000 rpm upwards, at the expense of the same amount off the bottom end), and that's about it."

Yes, apart from the porting and flowing of the cylinder head, the constant experimentation with inlet lengths, carb settings, cam timing and exhaust pipe design, which delivers not only more power but also a different power curve, is the sort of work very few private teams have the time, the facilities or the budget to accomplish. So, look, listen and marvel at the Muzzy Kawasaki. It's an Ultimate Racer: the fastest and most potent carburetted four-stroke production racer ever, refined into a title-winning superbike with the manners of a GP racer, ridden to seemingly certain championship success by a man who has proved its master - Scott Russell.

In doing so, Russell proved that green is the color of the 1993 World Superbike season, a year in which the old axiom that to finish first, you must first finish, never came truer. The Muzzy Kawasaki is fast, reliable and now handles like a true race bike - it may well yet be a match for the new-generation Ducati 916 and Honda RC45 contenders next season. **ON**

By Kyle Myers

GAINESVILLE, FL, OCT. 31

There were no tricks, but plenty of treats for Kevin Windham and Todd DeHoop this Halloween Sunday at Gatorback Cycle Park. Kawasaki Team Green's Windham may have won the battle, but Honda of Troy's DeHoop clinched both the 125 and the 250cc/Open class titles at the final round of the inaugural Fall Classic Series, the race also serving as the final stop on WorldSports' 11th Annual Gold Cup Series.

DeHoop posted a 2-3 for third overall in the 250cc class and 2-2 for a second-place finish in the 125cc division, to top Barry Carsten in the final point standings in both categories. A newly turned Pro-Am rider, Windham won three out of four motos to take top honors of the day in both classes.

Rain the day before turned the track into a mud pit, but before practice started Mark Barnett and the WorldSports crew transformed the mud into a pretty decent race track.

When the first 125cc Pro moto lined up, Honda of Troy/AXO/Renthal/Scott/Pro Circuit/Bridgestone-backed DeHoop knew what he had to do. Coming into the race, he had a slim two-point advantage on Carsten, so his main priority was to finish ahead of his Suzuki-mounted rival. When the gate dropped, John Fesler shot into the early lead with Windham, Paul Curry, Jim Chester and Andre Pene in tow. DeHoop fell in the first corner and remounted dead last. Windham quickly displaced Fesler and pulled away from the rest of the field. Pene then fell to start the second lap, as Steve Childress and Carsten moved into fifth and sixth, respectively. DeHoop had set a rapid pace and was in seventh. Fesler held second for four laps, until a bobble cost him a few positions.

Meanwhile, Windham was putting as much distance as possible between himself and Curry, in second place. At the halfway point of the 25-minute-plus-two-lap moto, DeHoop motored by Childress, and a lap later zapped Carsten to move into fourth position. Curry, Chester and DeHoop, meanwhile, locked onto each other's fenders and fought for second. Chester was the first of the three to make a move, as he out-jumped Curry. Curry then got passed by DeHoop and Carsten. DeHoop made his move for second on the tabletop jump, but by the time DeHoop passed Chester, Windham already had a 23-second advantage. Carsten worked on Chester and, with two laps to go, overtook him in a turn. Windham held on for the 30-second win over DeHoop, Carsten, Chester and Curry.

As the riders took to the line for the second moto, DeHoop and Carsten were tied in points, so the one who finished higher in the moto would win the title. DeHoop jumped out to the point position, as Chad Lough, Kenny Yoho, Jim Neese and Windham gave chase. Carsten rounded the first turn in seventh. Neese and Windham knocked Yoho back to fifth, as DeHoop, Lough, Neese and Windham freight-trained around the track. Windham slipped by Neese, as Carsten advanced to fifth by passing Yoho. Windham flew by Lough, while pressuring DeHoop for the number-one spot. As they battled for the lead by the tower, Windham drew up beside DeHoop and made a pass going into the "gator pit." Lough then took a soil sample, allowing both Carsten and Damien Plotts by. Windham opened up a four-second lead that he would hold to the end, finishing ahead of DeHoop, Neese, Carsten and Plotts.

DeHoop bags titles at Gatorback



(Above) Kevin Windham (511) may have stolen the show by winning both the 125 and 250cc Pro classes, but it was Todd DeHoop (38) who wrapped up both series championships. (Right) Double-class champion Todd DeHoop sprays the victory champagne.



DeHoop pulled the holeshot to lead the 250cc Pro class into the first turn in moto one. Neese, Vince DeVane, Gene Naumec and Chris Ridgeway followed. Windham moved into fifth position at the end of lap one, while DeHoop and Neese battled for the point position. Windham was on the gas and dove underneath Naumec in a turn, then jumped by DeVane to take over third. DeHoop and Neese had a five-second lead on Windham, but Windham was closing fast. Within two laps, the young Kawasaki rider was on the tail end of the leading group. Windham shot by Neese in the back section of the course and a lap later took the lead from DeHoop. Windham added six seconds to his lead to take the first-moto victory. DeHoop held off a late charge by Neese for second, and DeVane and Carsten rounded out the top five.

Neese rocketed to the front of the second moto, as Ridgeway, DeHoop, Windham and Dag Boyesen dodged his roost. Ridgeway slipped back to fourth, as DeHoop and Windham jetted by. Neese was on the move and motored away from the battle for the second spot. Boyesen and DeVane moved Ridgeway back two more places to fill the fourth and fifth spots. DeHoop held

Windham at bay for five laps, until Windham squeezed by in a turn. Windham, now in second, found that Neese had a 10-second lead. Team Green/AXO/Renthal/Maxima/Hammerhead/Dunlop/Pro Circuit-sponsored Windham held his position, knowing his second place was good enough for the overall win. Neese flew across the finish line with a one-hander for the moto victory and second overall for the day. Windham was second in the moto and DeHoop crossed the line in third, good enough for his second title of the day. DeVane passed Boyesen with two laps to go for fourth, and Earl May and Carsten trailed behind to round out the top seven.

Results

125 MOTO 1: 1. Kevin Windham (Kaw); 2. Todd DeHoop (Hon); 3. Barry Carsten (Suz); 4. Jim Chester (Yam); 5. Paul Curry (Kaw); 6. Josh Latina (Kaw); 7. Kenny Yoho (Suz); 8. Andre Pene (Suz); 9. Jim Neese (Kaw); 10. Steve Childress (Suz); 11. John Fesler (Suz); 12. Chad Lough (Suz); 13. Sean Sewell (Suz); 14. Rock Wood (Suz); 15. Ryan Duff (Hon); 16. Damien Plotts (Suz); 17. Ty Harris (Hon); 18. Chris Brown (Suz); 19. Homer Woolsey (Hon); 20. Doug Stone (Kaw); 21. John Vangilder (Hon); 22. Chris Ritter (Hon); 23. Chris Daubitz (Kaw); 24. Roy Snellinger (Suz).

125 MOTO 2: 1. Windham; 2. DeHoop; 3. Neese; 4. Carsten; 5. Plotts; 6. Yoho; 7. Brown; 8. Chester; 9. Childress; 10. Harris; 11. Curry; 12. Fesler (Suz); 13. Pene; 14. Stone; 15. Duff; 16. Wood; 17. Woolsey; 18. Sewell; 19. Lough; 20. Ritter; 21. Snellinger; 22. Latina; 23. Daubitz.

125 O/A: 1. Windham; 2. DeHoop; 3. Carsten; 4.

Neese; 5. Chester; 6. Yoho; 8. Childress; 9. Plotts; 10. Pene; 11. Fesler; 12. Brown; 13. Harris; 14. Latina; 15. Duff; 16. Wood; 17. Sewell; 18. Lough; 19. Stone; 20. Woolsey; 21. Ritter.

AMA DIRT SHIRTS FALL CLASSIC 125 MX SERIES FINAL SERIES POINT STANDINGS: 1. Todd DeHoop (236); 2. Barry Carsten (232); 3. Damien Plotts (142); 4. Doug Stone (109); 5. Steve Childress (104); 6. Kevin Windham (100); 7. Roy Snellinger (99); 8. Ty Harris (95); 9. (TIE) Mike Brown/Jim Neese (90); 11. Wally Silva (80); 12. Chad Lough (73); 13. Tim Ferry (65); 14. Jeff Curry (60); 15. Anthony Pocarobba (59); 16. Jim Chester (54); 17. Doug DeHaan (53); 18. Ezra Lusk (44); 19. (TIE) John Kitch/David Gaylord (42).

250 MOTO 1: Kevin Windham (Kaw); 2. Todd DeHoop (Hon); 3. Jim Neese (Kaw); 4. Vince DeVane (Suz); 5. Barry Carsten (Suz); 6. Chad Lough (Suz); 7. Steve Childress (Suz); 8. Paul Curry (Kaw); 9. Chris Ridgeway (KTM); 10. Dag Boyesen (Yam); 11. Kenny Yoho (Suz); 12. Jim Chester (Yam); 13. Todd Downs (Hon); 14. Travis Blackburn (Kaw); 15. Jeff Hedden (Hon); 16. Roy Johnston (Hon); 17. Mike Brown (Kaw); 18. Doug Stone (Kaw); 19. Earl May (Yam); 20. John Fesler (Suz); 21. Gary Allred (Hon); 22. Gene Naumec (Yam); 23. Chris Ritter (Hon); 24. Mark Barnett (Suz).

250 MOTO 2: 1. Neese; 2. Windham; 3. DeHoop; 4. Childress; 5. DeVane; 6. Boyesen; 7. May; 8. Carsten; 9. Chester; 10. Lough; 11. Stone; 12. Blackburn; 13. Downs; 14. Yoho; 15. Hedden; 16. Ritter; 17. Johnston; 18. Allred; 19. Naumec; 20. Ridgeway; 21. Curry; 22. Brown; 23. Barnett.

250 O/A: 1. Windham; 2. Neese; 3. DeHoop; 4. DeVane; 5. Childress; 6. Carsten; 7. Boyesen; 8. Lough; 9. Chester; 10. Yoho; 11. May; 12. Blackburn; 13. Downs; 14. Stone; 15. Ridgeway; 16. Curry; 17. Hedden; 18. Johnston; 19. Ritter; 20. Brown; 21. Allred; 22. Naumec; 23. Fesler.

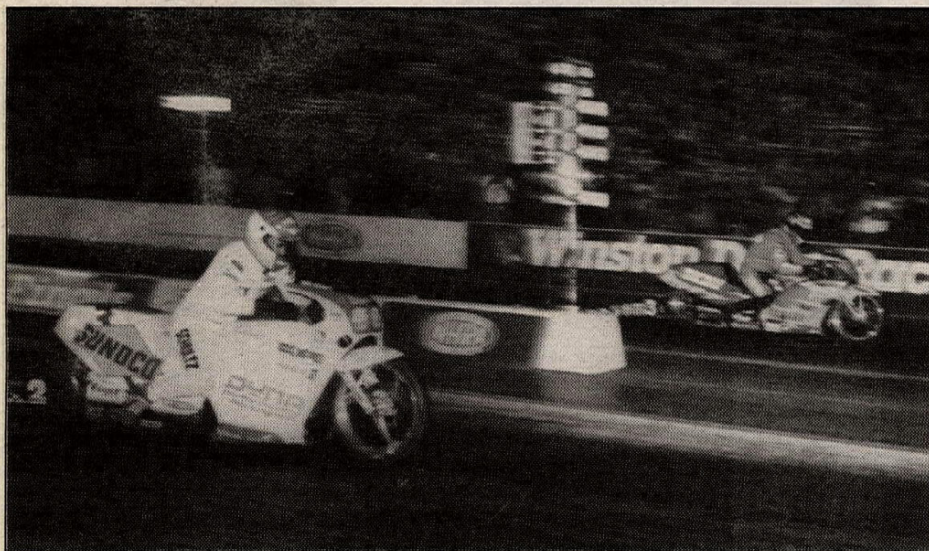
AMA DIRT SHIRTS FALL CLASSIC 250/OPEN MX SERIES FINAL POINT STANDINGS: 1. Todd DeHoop (218); 2. Barry Carsten (199); 3. Dag Boyesen (146); 4. Steve Childress (138); 5. Jim Neese (117); 6. Doug Stone (111); 7. Chad Lough (110); 8. (TIE) Chris Ridgeway/Kevin Windham (83); 10. Jim Chester (75); 11. Tim Ferry (70); 12. Mike Brown (69); 13. Warren Reid (62); 14. (TIE) Mike Kiedrowski/Mike LaRocco (50); 16. Greg Bowen (49); 17. John Dowd (44); 18. Jeff Curry (40); 19. Brad Quear (39); 20. Todd Downs (37).

EVENTS



Phil Converse finished second overall at the Illinois Cross Country Championship.

Dave Schultz (left) claimed his fourth NHRA Pro Stock Championship in Pomona.



NHRA Winston Drag Racing Series: Final Round

Schultz crowned in Pomona

By Todd Veney

POMONA, CA, OCT. 28-31

Byron Hines' better-known partner, drag-bike godfather Terry Vance, went out on top. Exactly five years later at the 1993 NHRA Winston Finals, Hines came within a round of winning the same event in his farewell to drag racing when he was beaten in the Pro Stock finals by Dave Schultz, whose winning streak has now reached epic proportions.

Schultz scored a record sixth-straight victory in NHRA national-event competition - more than even Vance had ever done in his career from the 1970s to 1988 - after clinching his fourth NHRA

Championship merely by making a qualifying attempt at Pomona Raceway. "This has to be the best year of my career," said Schultz, who also won NHRA championships in 1987 and 1988, and ran second to John Myers in 1990 and 1992.

The Winston Finals was typical. Schultz qualified on the pole with a 7.72-second elapsed time, more than half a tenth ahead of Hines and the rest of the field, then proceeded to set the lowest e.t. of every round but the second, where he was one-hundredth of a second behind Hines, 7.76 to 7.77.

Schultz, whose most recent NHRA Championship came during his association with the Vance & Hines team in 1991, remained within hundredths of a second of his former teammate, Hines, throughout eliminations. He trounced Keith Freeman in the first round, 7.77/168.4 to 8.07/165.3. One pair ahead of them, Hines wheeled his Yamaha to an identical 7.79/167.8 win over Nigel Patrick's 7.91/165.8.

The only quicker run of the round was made by outgoing 1992 NHRA Winston Pro Stock Champion John Myers, who qualified eighth, which always means a second-round match with the No. 1 qualifier.

Myers' 7.76 from the previous round secured lane choice for the Schultz race, where he made the quickest run outside the final, a 7.794/168. Schultz's Sunoco bike, tuned by crew chief Greg Cope, arrived at the finish line first, however, with a 7.77/173.6.

Schultz's near-perfect .409 reaction time against Myers (.400 is perfect) was the difference in the race, allowing him to win with a slower time, though Myers wasn't exactly late off the line with a .453. (.456 is average.)

In the semifinals, Paul Gast cut a .404 reaction time opposite Schultz, but Schultz was right behind him with a .416, and he opened his lead on the former Springnationals winner with every shift of the air-button transmission. Schultz prevailed by several lengths, 7.76/166.6 to 7.92/164.1.

With a time nearly identical to Schultz's, Hines won the other semifinal heat over Russ Nyberg's Kawasaki, which has become a fixture in that round at recent events. Hines sped to a 7.77/166.7 against Nyberg, who has emerged as one of the class' quickest riders in the season's second half.

With Schultz's and Hines' bikes running within one-hundredth of a second of one another throughout eliminations, the final should have been a classic. It turned out to be anticlimactic - decided, like most finals these days, right at the starting line. Hines took himself out of contention with an over-anxious .369 foul start and shut down immediately. The last ride of his foreseeable future was so slow that his e.t. nearly matched his speed, 25.8 seconds to 26.3 mph.

Vance, doing color commentary over the P.A. system, dropped this bombshell: The 1993 season will be the Vance & Hines team's last, at least for a while, in drag racing. V&H will concentrate more on its road-racing program next year.

Eighteen seconds before Hines crossed the finish line, Schultz set the lowest e.t. of eliminations with a 7.752/167.22. Schultz had won 24 straight rounds, but it was a season that almost didn't happen.

"After that wreck at Houston (Schultz recovered from a 167-mph crash at the Slick 50 Nationals), I didn't plan on racing anymore," Schultz said. "I only did because the next race was in Gainesville, too close from home to pass up. We got runner-up there, and I thought, 'Well, let's see how far this goes.' Here we are." **CN**

Results

1993 NHRA WINSTON DRAG RACING SERIES
FINAL STANDINGS: 1. Dave Schultz (10926); 2. John Myers (9168); 3. John Smith (6694); 4. Byron Hines (5688); 5. Paul Gast (5586); 6. Russ Nyberg (5500); 7. Ron Ayers (5282); 8. Michael Phillips (5086); 9. Lance Boyer (4628); 10. Kerry Larkin (4486).

17th Annual Illinois Cross Country Championship

Fredette strikes again in Illinois

By Merle Acord

MORRISON, IL, OCT. 31

The Illinois Cross Country Championship has been often referred to as "The Race to Hell,"

"Nightmare Creek," and, simply, "The Race." This year's event no doubt lived up to all of those nicknames, as the course consisted of two 58-mile loops, including the infamous Rock Creek, Dyes Swamp, Coon Creek and Keegans Ditch sections, as well as many miles of tight woods, open fields and, of course, the dreaded peat bogs. For many, these obstacles proved to be too much to handle, as only 19 riders, out of 200 starters, finished the race. Many of the non-finishers had "holed out."

Jeff Fredette, on a Fredette Racing Products-prepped Kawasaki KX200, completed the grueling, 118-mile race in five hours and six minutes, and he scored the win with nine minutes to spare over runner-up Phil Converse, riding a Taber's Fun Mart-backed Yamaha YZ250. John Martin, former National Hare Scrambles Champion, powered his Kawasaki KX250 to third overall, 13 minutes behind winner Fredette.

Martin, a five-time event winner and promoter of the Spring Creek National MX in Minnesota, confessed that he has not been riding enough lately. "This is a tough race," said Martin.

Ron Whipple, who rode a Kawasaki KX500, led the first wave of Experts off the line moments after the dead-engine start, which was held on the Bike Barn Club grounds. However, Whipple's lead was short-lived when Larry Bergquist, on his Tuf Racing-backed Yamaha, passed him entering the first, long open field.

Before the race, promoter Bill Gusse warned the racers about the high probability of engine seizures in the power-robbing sand sections early in the race. "Boys, you can't win this race in the first 10 miles, but you can sure lose it if you seize."

Bergquist apparently didn't heed Gusse's warning; he was the first to fall victim to the open sand fields.

Martin inherited the lead about three miles out. But like Bergquist, Martin's reign out in front was cut short.

"When I tried to climb a 15-foot vertical bank in Keegans Ditch, well, I almost made it," said Martin.

He then spent valuable minutes trying to restart his bike before discovering that his bike's tail pipe was packed with mud, resulting from the backward slide down the bank. Martin recovered and was less than a minute down at the end of the first loop. Knowing what it takes to win this race, Martin may have tossed too much caution to the wind when trying to reel in Fredette. The former champ punched an over-hanging tree limb with his helmet and again wasted valuable time getting things straightened out. His final mishap was taking the wrong line and getting stuck less than 20 miles from the end of the race and needing help to get back on the trail.

Fredette, a 10-time ISDE gold medalist, went on to score the win, matching Martin's five race wins.

"There weren't any real surprises out there," said Fredette. "I've ridden this event so many times I know what to expect. Don't tell Bill (Gusse), but it was one of the easiest of his events. But that was mostly due to the good weather. Still, it was definitely big-time challenging."

"At the end of the first loop, there was a five-man pack: John Martin, Tim Taber, Phil Converse and Kelly Getz," continued Fredette. "It was just 'go with the flow,' you don't try to break away, or you'll just make a mistake and the pack will catch right back up. So I was hanging back a little and letting them clean off the leaves and find all the bad stuff. Whoever was leading wouldn't lead for very long; he'd blow a corner,

go over the handlebars or something, then the next guy would move up. The trail looked real easy because of the leaves, but there was so much stuff hidden under the leaves, like logs and stumps and ruts.

"When we started the second loop," said Fredette, "I knew it was time to unplug and let it go. You win this race in the second loop, not in the first. Somewhere in the second loop, you have to find a place to break away and build a lead and that's what I did. But it didn't go all that smooth for me, I lost second gear about eight miles after the last gas stop with 20 miles still to go. There was still some bad stuff to get through, and lets say I had some eye-opening moments."

Finishing in second place was an event-best for Converse. "I wanted to stay back and just hang around with the top 10, but no one would take it," said Converse. "So it ended up with Fredette, Taber and me doing most of the leading. Then, at about 35 miles out, I hit a tree real hard and somehow got my boot caught, and it ripped right off my foot. While I'm laying there everybody went by. I smoothed out for the second loop.

"It worked out," continued Converse. "I caught Martin stuck in a mud hole, but Fredette was long gone. I can keep up with Fredette when I have him in sight but otherwise he's too smooth and doesn't make any mistakes. So, I didn't worry about him, but I was looking over my shoulder for Martin. I know how fast he is, so I was happy when I came to the Peat Bogs and there was only a few miles left and no Martin."

Joe Harriman and Dave Pucharich finished 1-2, respectively, in the A class, and crossed the finish line less than a minute apart. Dave Edsall was five minutes off the pace in third.

Only three riders in the 250cc class completed both loops. Todd Zuidema earned the first-place trophy, while Gary Hamilton and Larry Ditzler finished second and third, respectively.

Scott Hofman was the only rider in the 200cc class to complete both loops.

Ron Les, Bill Devore and Wally Mika all made it to the 75-mile mark (last gas) and finished 1-2-3, respectively, in the Senior class. **CN**

Results

EX: 1. Jeff Fredette (Kaw) 5 hours, 6 minutes; 2. Phil Converse (Yam) 5:15; 3. John Martin (Kaw) 5:19; 4. Jeff Goss (Suz) 5:23; 5. Tim Taber (Yam) 5:34.

A: 1. Joe Hardman; 2. David Pucharich; 3. Dave Edsall; 4. Michael Havens; 5. Kevin Gornzy; 6. Larry Crosby; 7. Rob McGee; 8. Larry Bergquist; 9. Ray Krantz; 10. Bryan Dixon.

BIG B 201cc+: 1. Todd Zuidema; 2. Gary Hamilton; 3. Larry Ditzler; 4. Jeff Klinger; 5. Steve May; 6. Neal Soenksen; 7. Jim Schmidt; 8. Scott Swayze; 9. Jim Lyon; 10. James Alevisos.

LITTLE B (0-200): 1. Scott Hofman; 2. Ken Otterback; 3. Pat Fox; 4. Jeff Doughly; 5. Sam Mertes; 6. Dave Conti; 7. Jason Winnings; 8. Kevin Finefield; 9. Tom Hendricks; 10. Brian Selk.

C: 1. James Smith; 2. Dan Swayze; 3. George Reamers; 4. Russell Mullinnix; 5. Randy Wagahoff; 6. Dave Martin; 7. Bill Streid; 8. Ted Streid; 9. Steve Blender; 10. Phil Koob.

SR: 1. Les Ron; 2. Bill Devore; 3. Wally Mika.

CMC Copper State Classic: Rounds 3-4

Walters rules Canyon MX

By Tom Griffith

PHOENIX, AZ OCT. 23-24

Rounds 3 & 4 of the Arizona Western Honda Copper State Classic jumped into prime time as nearly 300 riders braved the heat at Canyon Raceway.

The race of the weekend belonged to

the combined 125 Intermediate/250 Pro class. On the first gate, Spud Walters, Ted Campbell and Erik Anderson were a dead-heat into turn one. Walters led all challengers to Suicide's downhill and eventually walked away with a wire-to-wire win 15 seconds ahead of Campbell and Anderson.

The moto-two start was a repeat of the first with Walters leading Anderson and Justin McMurrich. Walters was followed by Anderson and Campbell into victory circle.

Sunday's 4th round of the series for the 250 Pros was a carbon copy of Saturday with Walters, Campbell and McMurrich going 1-2-3 in both motos and in the overall.

The second gate on both Saturday and Sunday was the best performance by the big bikes for the weekend, keeping the spectators glued to the fences. Coming into these third and fourth rounds of the six-race series, Apache and Pro Sport-sponsored Jason Mathews was leading the series by three points over Dennis Dahlin. Using his home area advantages, Mathews was able to find the lead by the end of lap one in both of Saturday's motos even after Dahlin grabbed one holeshot. Dahlin was in his own take-no-prisoners mode; even with a bobble here and there, he was able to secure second place in both motos ahead of Deano Cowan in moto one and David Herboles in moto two.

With none of the 125cc Intermediates getting close to being lapped traffic, Mathews & Dahlin were kept honest as every other position changed several times each lap and no other rider could repeat from moto one to moto two. At the end of the day, Mathews was still in command of the series over Dahlin.

Sunday's moto one action saw Dahlin grab the holeshot, lead for three laps, bobble and then recover for the first-moto win followed by a tightly bunched field with Mathews second and Scott Conley riding his Suzuki RM80 to a solid third place as a 125cc Intermediate.

Moto two again saw Dahlin ever so close while the convergence at turn one slipped into a battle with Mathews and newcomer Damian Lyss. The surprise of the day came when Cowan flew his Honda CR250 into first in moto two after a first-moto DNF. By way of a 1-2 finish, Dahlin notched his first overall of the series ahead of the ever-present Mathews with Cowan third overall. **CN**

Results

SATURDAY

P/W STK BEG: 1. Chris Bloze (Yam); 2. Steven Schwartz (Yam); 3. Steven Stultz (Yam); 4. Chris Heer (Yam); 5. Tanner Sullivan (Yam).

P/W STK: 1. Buck Gulley (Yam); 2. Payton Lienhart (Yam).

P/W MOD: 1. Buck Gulley (Yam); 2. Steven Stultz (Yam); 3. Steven Schwartz (Yam).

JR CYCLE (0-8): 1. Blake Tirman (Kaw); 2. Buck Gulley (Yam).

JR CYCLE (9-11): 1. Michael Bloze (Kaw); 2. Josh Moraine (Kaw).

80 MINI BEG: 1. Bobby Sawyer (Hon); 2. Gary Wolf (Hon); 3. J. Ramsey (Hon); 4. R. Mercier (Suz); 5. B. Gilman (Suz).

80 MINI (9-11): 1. M. Bloze (Hon); 2. M. Sullivan (Suz); 3. B. Tirman (Suz); 4. B. Sawyer (Hon); 5. B. Gilman (Suz).

80 MINI (12-13): 1. Scott Conley (Suz); 2. Cam Christensen (Suz); 3. G. Wolf (Hon); 4. R. Mercier (Suz); 5. J. Ramsey (Hon).

80 MINI (14-16): 1. Jeff Doetzer (Suz); 2. Jason Smith (Yam); 3. Clint LaPlante (Suz); 4. Josh Wagner (Suz); 5. G. Hammel (Suz).

125 BEG: 1. Cliff Campbell (Suz); 2. M. Ploof (Kaw); 3. Ryan Evans (Hon); 4. D. Ruffin (Suz); 5. Wes Biesen (Hon).

125 JR: 1. J. Fields (Hon); 2. G. Hammel (Suz); 3. J. David (Suz); 4. J. Redfield (Kaw); 5. G. Ruiz (Hon).

125 INT: 1. J. Mathews (Suz); 2. L. Dahlin (Suz); 3. D. Herboles (Yam); 4. D. Cowan (Hon); 5. D. Lys (Suz).

125 PRO: 1. Jim Button (Suz); 2. Spud Walters (Suz); 3. Ted Campbell (Suz); 4. Erik Anderson (Suz); 5. Alex McElvey (Suz).

250 BEG: 1. Cliff Campbell (Suz); 2. Jon Elliott (Hon); 3. Tony Perez (Yam).

250 JR: 1. Harry Nevel (Suz); 2. Steve Stultz (Hon); 3. Trav White (Hon); 4. Todd McRee (Hon); 5. Kurt Schulz (Suz).

250 INT: 1. Jason Mathews (Suz); 2. Dennis Dahlin (Suz); 3. Gary Sailors (Suz); 4. Tim Widener (Hon); 5. Damian Lys (Suz).

250 PRO: 1. Spud Walters (Suz); 2. E. Anderson (Suz); 3. T. Campbell (Suz); 4. J. McNarrich (Suz); 5. Troy Kalina (Hon).



Mike Rausch (137) holeshot the 125cc Novice class at the Bridgehampton MX.

VET BEG: 1. G. Johnson (Suz); 2. Joann Paige (Hon).

VET JR: 1. H. Vanderwall (Hon); 2. G. Ghaidez (Hon); 3. K.C. Older (Hon); 4. T. Frantz (Hon); 5. C. Osborne (Hon).

UTH JR: 1. Steve Stultz (Hon); 2. T. McRee (Hon); 3. H. Nevel (Suz); 4. K. Howden (Suz); 5. B. Steinberg (Hon).

OTH JR: 1. Dave Burns (Hon).

SUNDAY

P/W STK BEG: 1. C. Bloze (Yam); 2. S. Schwartz (Yam); 3. D. Suber (Yam); 4. E. Sandin (Yam); 5. G. Heer (Yam).

P/W STK JR: 1. B. Gulley (Yam); 2. P. Leinhart (Yam).

P/W MOD: 1. Steven Stultz (Yam).

JR CYCLE (0-8): 1. Buck Gulley (Yam); 2. P. Percy (Suz).

JR CYCLE (9-11): 1. M. Bloze (Kaw); 2. J. Moraine (Kaw).

80 MINI BEG: 1. G. Wolf (Hon); 2. J. Ramsey (Hon); 3. B. Tirman (Suz); 4. K. Storing (Yam); 5. B. Gilman (Suz).

80 MINI (9-11): 1. M. Bloze (Hon); 2. B. Sawyer (Hon); 3. M. Sullivan (Suz); 4. B. Tirman (Suz); 5. B. Gilman (Suz).

80 MINI (12-13): 1. S. Conley (Suz); 2. C. Campbell (Suz); 3. W. Smith (Suz); 4. R. Mercier (Suz); 5. C. Christensen (Suz).

80 MINI (14-16): 1. M. Smith (Suz); 2. J. Wagner (Suz); 3. J. Smith (Yam); 4. K. LaPlante (Suz); 5. J. Doetzer (Suz).

125 BEG: 1. M. Ploof (Kaw); 2. R. Hequia (Hon); 3. R. Evans (Hon); 4. C. Campbell (Suz); 5. W. Beisen (Hon).

125 JR: 1. J. Fields (Hon); 2. M. Smith (Suz); 3. G. Ruiz (Hon); 4. D. Curtis (Suz); 5. L. Rinehart (Suz).

125 INT: 1. D. Dahlin (Suz); 2. J. Mathews (Suz); 3. D. Cowan (Hon); 4. D. Lys (Suz); 5. S. Conley (Suz).

125 PRO: 1. Spud Walters (Suz); 2. Ted Campbell (Suz); 3. J. Dermo (Hon); 4. J. McMurrich (Suz); 5. T. Johnson (Hon).

250 BEG: 1. D. Steinberg (Hon); 2. J. Elliott (Hon); 3. M. Paschke (Hon); 4. D. McClellan (Suz); 5. Tony Perez (Yam).

250 JR: 1. T. McRee (Hon); 2. H. Novel (Suz); 3. K. Schulz (Suz); 4. D. Logan (Yam); 5. J. David (Suz).

250 INT: 1. J. Mathews (Suz); 2. G. Sailors (Suz); 3. D. Dahlin (Suz); 4. M. Mychailiw (Kaw); 5. D. Lys (Suz).

250 PRO: 1. S. Walters (Suz); 2. T. Campbell (Suz); 3. J. McMurrich (Suz); 4. T. Kalina (Hon); 5. J. Dermo (Hon).

VET BEG: 1. G. Geonetta (Kaw); 2. J. Conner (Yam); 3. G. Johnson (Suz).

VET JR: 1. D. Goodman (Hon); 2. G. Chaidex (Hon); 3. H. Vanderwall (Hon); 4. K.C. Older (Hon); 5. T. Frantz (Hon).

UTH JR: 1. T. McRee (Hon); 2. J. French (Hon); 3. B. Steinberg (Hon).

OT: 1. Dave Burns (Hon).

World Supercross Series: Round 2

Cooper maintains points lead in Amsterdam

By Alex Hodgkinson

AMSTERDAM, HOLLAND, OCT. 31

Despite finishing fourth at the Dutch round of the World Supercross Series, Suzuki rider Guy Cooper preserved his series points lead over New Zealander Darryll King, winner of the Dutch Supercross at the Rai indoor stadium. Cooper, who won the series opener in Sweden, October 9, now has a slightly smaller but encouraging five-point advantage over King, 31-28. Third in the series point standings, with 20 points, is former 125cc MX World Champion Stefan Everts, of Belgium, and holding on to fourth with 17 points is American Larry Ward.

As usual in Europe, there were two days of racing in Amsterdam. The eight-man U.S. contingent was also defeated on the first non-points-paying day, as 500cc GP regular King rode unbeaten through the night to defeat Americans Mike Craig and Brian Swink in his qualifiers before heading off Cooper in the feature. Tim Ferry finished third in the main event, while fellow countrymen Swink and Craig rounded out the top five.

Cooper challenged King before crashing at the halfway point, giving away 10 seconds to the eventual winner.

Everts and 250cc MX World Champion Greg Albertyn sat out the first day after failing to agree on financial terms with the promoter, but they both looked strong from the word go during the next day of racing. This time, though, championship points were at stake.

Everts ran unbeaten and unchallenged en route to the main event, while Albertyn won his heat but fell trying to catch Craig and Swink in his second qualifier.

Everts holeshot the main and never gave the others a chance to get close, though King was never more than five seconds back, never allowing the Belgian to relax completely.

The other potential winners all started badly and the only one to make early headway was Albertyn, who charged from 12th to third before his advance was halted, as the leaders were by now long gone.

Cooper battled home-country hero Pedro Tragter throughout the race to finish fourth, while Swink was eventually sixth, having ridden conservatively during the first half of the race rather than take risks in traffic with less experienced riders. Craig's race ended on lap three when he crashed out. **CN**

Results

C'SHIP: 1. Stefan Everts (Suz); 2. Darryll King (Kaw); 3. Greg Albertyn (Hon); 4. Guy Cooper (Suz); 5. Pedro Tragter (Suz); 6. Brian Swink (Suz); 7. Marko Kovalainen (Kaw); 8. Miska Aaltonen (Hon); 9. Jeff Dement (Yam); 10. Jimmy Gaddis (Kaw); 11. Shayne King (Yam); 12. Marco Stallmann (Kaw); 13. Jo Martens (Hon).

WORLD SUPERCROSS SERIES POINT STANDINGS (After 2 of 5 rounds): 1. Guy Cooper (33); 2. Darryll King (28); 3. Stefan Everts (20); 4. Larry Ward (17); 5. Miska Aaltonen (16); 6. (TIE) Buddy Antunez/Greg Albertyn (15); 8. Shayne King (14); 9. (TIE) Jorgen Nilsson/Marko Kovalainen (13); 11. Pedro Tragter (11); 12. (TIE) Mike Brown/Brian Swink (10); 14. (TIE) Stacey Oldeman/Jeff Dement (7); 16. (TIE) Darryl Atkins/Jimmy Gaddis (6); 18. Axel Holvoet (5); 19. Marco Stallmann (4); 20. (TIE) Jesper Jorgensen/Jo Martens (3); 22. Marcel Van Drunen (2).

Rausch rips Bridgehampton MX

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, OCT. 25

Mike Rausch claimed the overall in the 125cc Novice class at the Bridgehampton MX with a dramatic second-moto finish.

Rausch grabbed the holeshot to start moto one. Jeff Single and Mike Lusardi chased Rausch into "Hidden Valley". Single watched Rausch increase his lead as Eric Hampson moved up to third, dropping Lusardi to fourth. The leaders

EVENTS



Cory Sievers (11) and Scott Minster (44) duked it out at the LACR motocross.

remained the same until Hampson mistakenly pulled off after the finish line, handing a charging Mike Carrieri third place on the last lap. Rausch, aboard his Cycle Design Suzuki scored the win with Single in second as Carrieri seized the opportunity to take third.

Single showed the way into turn one at the beginning of moto two. Moto-one winner Rausch wasted no time as he led Single out of the woods through the horseshoe turn. Just after Rausch cleared the finish-line jump with the lead, he dumped his RM in the pit turn. This set the stage for Single to rail the outside around Rausch, retaking the lead as Carrieri moved up to second with Rausch remounting to chase after the leaders. Carrieri stayed with Single until the hard-charging Rausch caught up to Carrieri, and with an aggressive inside move, was back up to second. The race action heated up again as Single and Rausch dragged up the straightaway. With Single holding a slight advantage, Rausch pulled off an awesome finish-line pass to steal the win and the overall.

Results

P/W: 1. Joseph Merrill (Hon); 2. Brian Murphy (Yam); 3. Joe Dill (Mal); 4. Edward Goldsborough (Yam); 5. Adam Quinn (Yam).
 (7-11) MINI: 1. David Di Pietro (Kaw); 2. Sean Donnellan (Hon); 3. Matthew Dill (Kaw); 4. Charles Ellis (Kaw); 5. Brian Murphy (Kaw).
 JR MINI: 1. Tony Pedone (Yam); 2. Gregory Goldfuss (Yam); 3. David Di Pietro (Kaw); 4. Jeron Anthony (Yam); 5. Denis Serrentino (Suz).
 SR MINI: 1. Richard Steck (Kaw); 2. Dale Robertson (Kaw); 3. Toby Levine (Kaw).
 125 NOV A: 1. James Jetmar (Kaw); 2. Joe Eannel (Kaw); 3. John Mallgren (Kaw); 4. Anthony Gange (Hon); 5. Chris Zbudula (Kaw).
 125 NOV B: 1. Mike Rausch (Suz); 2. Jeff Single (Suz); 3. Mike Carrieri (Hon); 4. Mike Lusardi (Kaw); 5. Mike Iengo (Kaw).
 250 NOV: 1. William Droskowski (Hon); 2. Dan Anderson (Hon); 3. John Graham (Hon); 4. Ron Simonin (Kaw); 5. Kevin Lucas (Hon).
 125 AM: 1. Brian Mulry (Hon); 2. Brian Berry (Hon); 3. Eric Flagg (Hon); 4. John Jasinski (Kaw); 5. Dennis Robinson (Hon).
 250 AM: 1. Donald Murphy (Hon); 2. Danny O'Keefe (Hon); 3. John Risco (Kaw); 4. Wesley Phillips (Yam); 5. Louis Sherry (Hon).
 125 EX: 1. James McIlvaine (Hon); 2. John Franco (Suz); 3. Mike Michels (Suz); 4. Jalil Lynch (Hon); 5. Tom Hanelski (Suz).
 250 EX: 1. Jalil Lynch (Hon); 2. Mike Michels (Suz); 3. Jerry Seip (Kaw); 4. Robert Federico (Hon); 5. Mike Rausch (Suz).
 500 EX: 1. Greg Murphy (Hon); 2. Scott Nickerson (Hon).
 VET AM: 1. Donald Murphy (Hon); 2. Scott Santmyers (Kaw); 3. Robert Jarvis (Kaw); 4. Joseph Dill (Kaw); 5. Patrick Witt (Hon).
 VET EX: 1. Jerry Seip (Kaw); 2. John Franco (Suz); 3. Joseph Merrill (Hon); 4. Rick Caccavano (Hon); 5. Jeffrey Stempel (Hon).
 SCHBY: 1. Vincent Allegretta (Suz); 2. Mike Michels (Hon); 3. Eric Flagg (Hon); 4. Rob Abram (Hon); 5. Mike Rausch (Suz).
 CLGBY: 1. Wesley Phillips (Yam); 2. Mike Rerron (Hon); 3. Jim Tilman (Hon); 4. Justin Squires (Kaw); 5. Robert Walton (Hon).
 OPEN AM: 1. Andrew Signoriello (Kaw); 2. Paul Wertheimer (Hon); 3. Thomas Lequerique (Hon); 4. Scott Santmyers (Kaw); 5. Donald Rasmussen (Hon).
 25+ 1: 1. James McIlvaine (Hon); 2. Robert Federico (Hon); 3. Greg Murphy (Hon); 4. Danny O'Keefe (Hon); 5. Jeff Stempel (Hon).
 VINT: 1. Thomas Bentivegna (Kaw); 2. Ned Daily (Hon); 3. Richard Bauch (Pen); 4. Gary Di Pietro (KTM); 5. Bruce Kloeite (Kaw).
 LATE MDL: 1. Joseph Feist (Kaw); 2. Dennis Robinson (Hon); 3. John Graham (Suz); 4. James Medlin (Hon); 5. Anthony Gange (Hon).
 S/SR: 1. Bud Fee (Hus); 2. John Sanuth (Hon); 3. Ted Squires (Hon); 4. Bob Flagg (Hon); 5. John Ferrentino (Hon).

Smith hammers Hollister MX

By Tim Quinn

HOLLISTER, CA 10/24/93

Butch Smith, on his Ray Medley/Fox/Scott/Rhinosaurs-backed Honda, took the 250cc Pro win at the final round of the G.F.I. Racing-North "Battle of the 90's Fall Motocross Series" at Hollister Hills.

When the gate dropped for moto one, the

pack shot to the first turn with three riders side by side. James Owens, Greg Allen and Josh Boykin all diced it out, with Owens eventually taking the lead.

At the end of lap one, Michael Brandes found himself in the lead with the Kawasaki of Jeff Watts in second and Butch Smith rounding out the top three. For the next couple of laps the leaders did not change. Brandes had established himself as the leader and it appeared he would dominate the race, but Smith decided it was time to kick out all the stops. He first set his sights on Watts. Watts and Smith battled, but Smith was determined to get around. Watts yielded and Smith got by. After a terrific battle with Brandes, Smith found his way around Brandes to take the lead. Smith motored to the victory. Brandes finished in second. Jeff Pestana had pushed his Kawasaki into third, Holland was fourth and Watts rounded out the top five.

When the gate dropped for moto two, Smith pulled the holeshot and that was all the competition saw of him the entire moto. Dan Paladino found the second spot. Brandes was third, Boykin in fourth, and rounding out the top five was Pestana.

It wasn't long before Brandes had passed Paladino to take second. Pestana now began to battle with Paladino for third. This continued until lap five when Pestana found his way around. At the beginning of lap six, Pestana and Brandes tangled, with both riders going down. Paladino inherited second, Holland third, and Boykin fourth. Pestana remounted to take fifth. In the closing laps, Pestana moved into fourth. At the end of the moto, it was Smith with the win and overall, Paladino second, Holland third, Pestana fourth and Victor Bolsec fifth.

Smith took the 250cc Pro series title with the win.

Results

50 STK BEG (0-8): 1. Brian Dominguez (Yam); 2. Zachary Flores (Yam); 3. Jeremy Fuller (Yam); 4. Brandon Fink (Yam); 5. David Peterson (Yam).
 50 STK NOV (0-8): 1. Cory McDaniel (Yam); 2. Shredder Navarro (Yam).
 60 BEG (0-8): 1. Kellen Chadwick (Kaw); 2. Nick Davis (Kaw); 3. Cory McDaniel (Kaw); 4. Brian Dominguez (Kaw); 5. Adrien Figueroa (Kaw).
 60 BEG (9-11): 1. Aaron Casados (Kaw); 2. Donovan Styles (Kaw); 3. Buffalo Soito (Kaw); 4. James Wright (Kaw); 5. Travis Patterson (Kaw).
 60 NOV (9-11): 1. Ryan Morais (Kaw); 2. Joshua Hansen (Kaw).
 PW 80: 1. Daniel Law (Yam); 2. Wes Patterson (Yam); 3. Patrick Patterson (Yam).
 80 BEG D-1: 1. David Mowery (Kaw); 2. Charlie Powell (Hon); 3. Toby Chaliros (Hon); 4. Michael Harrison (Kaw); 5. Graham Farmer (Kaw).
 80 BEG D-2: 1. Mike Newnam (Hon); 2. Chris Porter (Kaw); 3. Joe Archutowski (Hon); 4. Michael Harrison (Kaw); 5. Art Duarte (Kaw).
 80 NOV: 1. Aaron Baker (Yam); 2. Auggie Rodriguez (Yam); 3. Ulysses Pollard (Suz); 4. J.J. Cummings (Suz); 5. Harold Hageman (Kaw).
 80 INT: 1. Tyler Evans (Hon); 2. Jeff Northrop (Suz); 3. Dennis Stapleton (Yam); 4. Jess Medley (Suz); 5. Aaron Cheselske (Hon).
 125 BEG D-1: 1. Matt Walker (Suz); 2. Jason Ellis (Kaw); 3. Jeremy Burns (Suz); 4. Nick Pappas (Kaw); 5. David Conner (Hon).
 125 BEG D-2: 1. Sam Garrouette (Kaw); 2. Robert Frazier (Suz); 3. Denny Holmes (Suz); 4. Justin Bor (Kaw); 5. Josh Hayden (Kaw).
 125 NOV D-1: 1. Chris McCallie (Hon); 2. Justin Quinn (Hon); 3. Stan Lundquist (Hon); 4. Dennis Stapleton (Suz); 5. Daniel Hodges (Kaw).
 125 NOV D-2: 1. Cory Morris (Kaw); 2. Matt Styles (Suz); 3. Michael Joe Goldstein (Kaw); 4. Bobby Garcia (Kaw); 5. Brian Paul (Yam).
 125 INT: 1. Chad Burleson (Hon); 2. John Leddy (Suz); 3. Willie Miller (Hon); 4. Jason Jenkins (Hon); 5. Charles Tracy (Suz).
 125 PRO: 1. Butch Smith (Hon); 2. Dan Paladino (Kaw); 3. Rusty Holland (Suz); 4. Tyler Hummel (Kaw); 5. Jeff Pestana (Kaw).
 250 BEG: 1. Jason LaBare (Yam); 2. Sean Large (Yam); 3. Todd Canale (Yam); 4. Larry Smith (Yam); 5. Zane Reif (Hon).
 250 NOV: 1. David Denton (Yam); 2. Eric Shofstall (Yam); 3. Blaine Sollazzi (Yam); 4. Greg Ohlsen (Kaw); 5. Doug West (Yam).

250 INT: 1. Willie Miller (Hon); 2. Roi Holster (Yam); 3. Ben Vitale (Yam); 4. Mike Hodges (Yam); 5. Jerome Law (Yam).
 250 PRO: 1. Butch Smith (Hon); 2. Rusty Holland (Suz); 3. Jeff Pestana (Kaw); 4. Dan Paladino (Kaw); 5. Victor Bolsec (Hon).
 500 BEG: 1. Rick DiBasilio (Hon); 2. Brent Davis (Hon); 3. Jim Copeland (Hon); 4. Pedro Garcia (Kaw); 5. Mark Vanderpool (KTM).
 500 NOV: 1. Paul Armada (Hon); 2. James Ptarcinski (Hon); 3. Brad Hetherington (Hon).
 500 INT: 1. Tim Alarcon (Kaw); 2. Randy Medley (Kaw); 3. Rick Hollenbeck (Hon); 4. Geoffrey Woods (KTM); 5. David Pile (Hon).
 500 PRO: 1. Dustin Bloomfield (Hon).
 25-29 BEG: 1. Kraig Walker (Kaw); 2. Rich Spindell (Suz); 3. Ken Davidson (Hon); 4. Rob Eckowitz (Hon); 5. Don Hodgson (Hon).
 25-29 NOV: 1. Jim Dempsey (Hon); 2. Brad McLennan (Hon); 3. Paul Armada (Hon); 4. Erich Shofstall (Yam); 5. Richard Quinones (Hon).
 25-29 INT: 1. Roi Holster (Yam); 2. Mike Johnson (Suz); 3. Geoffrey Woods (KTM).
 VET BEG: 1. Dan D'Alessandro (Kaw); 2. Rick DiBasilio (Hon); 3. Manny Hernandez (Kaw); 4. Cas Casados (Kaw); 5. Mike Ehler (Hon).
 VET NOV: 1. Greg Pennington (Kaw); 2. Ron DiBasilio (Yam); 3. Rich Wilson (Hon); 4. Joe Madison (Hon); 5. Brian Odell (Yam).
 VET INT: 1. David Montgomery (Yam); 2. Randy Medley (Kaw); 3. Gary Plaatje (Yam); 4. John Dallaire (Yam); 5. Don Mendenhall (Suz).
 VET PRO: 1. Jeff Watts (Kaw); 2. Don Clark (Yam); 3. Irv Achziger (Kaw); 4. Gary Fargo (KTM); 5. Gary Rabe (Kaw).
 OT NOV: 1. Ted Netti (Kaw); 2. Mike Graziano (Hon); 3. Bob Kosovilka (Hon); 4. Russ Paden (Yam).
 OT INT: 1. Rich Lokke (Hon); 2. Pat Graham (Hon); 3. Brad Smith (Hon); 4. Glenn Pruitt (Hon); 5. Ernie Cabral (Suz).
 OT EX: 1. Alan Posey (Kaw); 2. George Webb (Suz).
 WMN: 1. Susan Andrew (Yam); 2. Alicia Stirling (Yam); 3. Lisa Henderson (Hon); 4. Shirllyn Smith (Hon).

O'Brien double winner at LACR Motocross

By Greg Robertson

PALMDALE, CA, OCT. 24

With the lure of possibly picking up a sponsorship from one of many industry sponsors for the upcoming 1994 season, nearly 250 riders converged at Los Angeles County Raceway for the first round of California Racing Series. Pro Circuit/Scott/Kal-Gard-backed Shawn O'Brien won three out of four motos entered to top both the 125 and 250cc Novice classes.

The 250cc Novice class was a cakewalk for O'Brien. After getting around Cory Austin on the opening lap of the first moto, O'Brien opened up the throttle and never looked back. Austin ran pretty much by himself in second place until the final lap when Eric Martin got close enough to apply some pressure. Peter Collins worked up from last to fourth behind Martin at the finish.

The second moto was an O'Brien benefit as he led from the drop of the gate to the checkered flag, building a 15-second lead in the process. Austin was again in the runner-up position until the third lap when Martin shot around him in a turn. Martin slowly pulled away from Austin to finish second and second overall.

O'Brien had to work harder for the 125cc Novice win after getting a 10th-place start in the first moto. O'Brien ran out of time and had to settle for third behind Chris Blanton.

O'Brien timed the drop of the gate perfectly to lead Ken Reed, Blanton and Jason Abbott at the second-moto start. O'Brien had a three-turn cushion by lap three, riding a flawless race and easily taking the win. Cory Sievers finished second ahead of Reed. Jason Wood plowed through the field from his 17th-place start to put a final lap. Reed's 4-3 finishes edged out Blanton's 2-5 score for second overall.

Results

P/W B-2: 1. Richard Eubanks (Yam); 2. Terminator Garcia (Yam); 3. Charles Messer (Yam); 4. Dillon Hume (Yam); 5. Timmy McDaniel (Yam).
 P/W B-1: 1. Vincent Rhoads (Yam); 2. Troy Tittlemier (Yam); 3. Eric Hunter (Yam); 4. Brandon Orton (Yam).
 P/W A: 1. Anthony Baracovi (Yam); 2. Ricky West (Yam); 3. Blake Mitchell (Yam); 4. Brad Howe (Yam).
 60 (0-8): 1. Daryl Ecklund (Kaw); 2. Scott Howe (Kaw); 3. Shane Smith (Kaw); 4. Blake Mitchell (Kaw); 5. Anthony Baracovi (Kaw).
 60 (9-11): 1. David Moreno (Kaw); 2. Bobby Langin Jr. (Kaw); 3. Gerard Patin (Kaw).
 80 (9-11): 1. Daryl Ecklund (Kaw); 2. J.R. Terry (Suz); 3. Shane Mitchell (Kaw).
 MINI BEG: 1. Shane Bess (Suz); 2. Ryan Orr (Yam); 3. Mike Thompson (Hon); 4. Tyson Tittlemier (Suz); 5. Ryan Prunty (Suz).
 MINI NOV: 1. Levi Reid (Yam); 2. Jason Dubin (Suz); 3. Jason Webb (Suz); 4. Tyson Taylor (Yam); 5. Greg Andrew (Yam).
 MINI INT: 1. Christopher Gosselaar (Kaw).
 125 BEG: 1. Danny Montoya (Suz); 2. Brian Farrell (Suz); 3. Kevin O'Brien (Suz); 4. Dustin Courtney (Hon); 5. Jamie Pamintuan (Suz).
 125 NOV: 1. Shawn O'Brien (Suz); 2. Ken Reed (Kaw); 3. Chris Blanton (Suz); 4. Cory Sievers (Suz); 5. Eric Anderson (Suz).
 125 INT: 1. Turtle Wikoff (Hon); 2. Tracy Asher (Suz); 3. Mark Allen (Kaw); 4. Loren Jenkins (Hon); 5. Raymond Bowers (Hon).
 125 PRO: 1. Jimmy Lavorc (Kaw); 2. Lex Melan (Suz); 3. Dustin Evans (Suz); 4. Tim Telford (Suz); 5. Jason Melton (Kaw).
 250 BEG: 1. Kris Brauer (Yam); 2. Wayne Zahrt (Yam); 3. Brett Fox (Hon); 4. Casey Atterton (Hon); 5. Cameron Craun (Kaw).
 250 NOV: 1. Shawn O'Brien (Suz); 2. Eric Martin (Yam); 3. Cory Austin (Yam); 4. Peter Collins (Suz); 5. John Franklin (Hon).
 250 INT: 1. Tracy Asher (Suz); 2. Erik Lindstrom (Hon); 3. Mark Allen (Kaw); 4. Mick Elsberry (Kaw); 5. Robbie Dunham (Yam).
 250 PRO: 1. Bill Sauro (Hon); 2. Jimmy Lavorc (Kaw); 3. Kamon Kemp (Suz); 4. Ken Neitzel (Kaw); 5. Owen Dickson (Kaw).
 500 NOV: 1. Alan Lakiec (Hon); 2. Scott Curtis (Hon); 3. John Tookey (Hon).

JR VET BEG: 1. Kenard Lipscomb (Suz); 2. Lee Saul (Cag); 3. Eddie Buteau (Suz); 4. James Dudley (Kaw); 5. Jerry Pontius (Hon).
 JR VET BEG: 1. David Barlow (Kaw); 2. Mike Licitra (Kaw); 3. Scott Hack (Yam); 4. C.T. Watanabe (Hon); 5. Dennis Jaramillo (Hon).
 JR VET NOV: 1. Joe Lozano (Hon); 2. John Keffer (Yam).
 JR VET EX: 1. Tim Telford (Suz); 2. Jon Zahrt (Yam); 3. Rich Truhinski (Yam).
 VET BEG: 1. Ed Tripp (Hon); 2. Gary Yearsley (Yam); 3. Ted Wadlington (Kaw); 4. Remy Pamintuan (Suz); 5. Ken Link (Yam).
 VET NOV: 1. Blake Orgill (Kaw); 2. Ron Northup (Suz); 3. Greg Robertson (Kaw); 4. Alon Sahar (Yam); 5. Steve Schrobsdorf (Yam).
 VET INT: 1. Larry Baker (Yam); 2. Rodney Morrison (Suz); 3. Leo Saul (Suz); 4. Scott Curtis (Hon).
 VET EX: 1. Brad McLeod (Hon); 2. Jon Zahrt (Yam); 3. Ken Neitzel (Kaw); 4. Greg Atkinson (Hon).
 SR EX: 1. Chris Slick (Hon); 2. Ken Reneau (Yam); 3. Mike Jervey (Yam); 4. Bob Dunham (Yam).

Tieden on top at Spring Creek Motocross

By George Hodkinson

MILLVILLE, MN, OCT. 17

Iowan John Tieden was the overall winner in the 40+ Senior class at the last race of the '93 season at John Martin's Spring Creek Park.

In the first moto of the Senior class, Harold Gooch grabbed the holeshot followed by Tieden, Jerry Bumgardner, and John Alford. Within the first lap of the moto, Tieden put himself in the lead as Bumgardner passed Gooch for second. By lap three, Tieden had already put a good chunk of land between himself and the others. David Knospe put his KX into third, displacing Gooch to fourth. At the finish, Tieden cruised in for an easy win ahead of a close battle between Bumgardner and Knospe in second and third, respectively. Gooch crossed the line in fourth.

Bumgardner was a no-show for the second moto. Tieden took the holeshot in moto two with Gooch and Knospe behind. Tieden cruised out front for the win as Gooch held off Knospe early on, but Knospe eventually slipped by for second, and the two stayed in that position to the checkers. Alford finished fourth.

The 250cc A class provided some good action as DGY's Chad Pederson was in the field, coming back after a six-week lay-off from an injury. In the first moto, Rob Engstrom charged to the lead followed by James Povolny, Jason Kempel, Heath Voss, and Pederson. The pack stayed close together during the first half of the race with only Voss slipping back. Engstrom commandingly held the lead to the finish while Kempel moved into second, Povolny third, and Lee Erickson slipped by Pederson for fourth. The second moto was shortened from seven laps to four because of failing daylight. Pederson stormed to the lead followed by Kempel, Povolny, and Engstrom. Engstrom and Erickson both displaced Povolny on lap one. On the second lap, Engstrom passed Kempel in the sand-wash whoop section of the track and set after Pederson. Engstrom passed Pederson as did Kempel and Erickson, dropping Pederson to fourth on lap three. With the white flag out, Erickson washed out in the sand and Kempel went wide, allowing Pederson to inherit second. Pederson got close to Engstrom at the finish but couldn't make a pass as Engstrom took a 1-1 moto sweep, with Pederson second, Kempel third, and Povolny moving into fourth at the checkers.

Results

MICRO MINI: 1. Bill Krusmark; 2. Billy Olson; 3. Anthony Gardner; 4. Joe Ettesvold; 5. Joshua Carlson.
 P/W: 1. Nathan Broughton; 2. Derek Osterberg; 3. Ben Maier; 4. Gerrit Clark; 5. Jacob Scholier.
 MINI JR: 1. Zach Derry; 2. Eric Gerber; 3. James Leary; 4. Shawn Goskey; 5. Isaac Will.
 MINI SR: 1. Mike Ettesvold; 2. Ryan Megaw; 3. Samuel Miller; 4. Luke Wiitala; 5. Courtney Thompson.
 YTH: 1. Chet Bumgardner; 2. Lee Ties; 3. Ryan Broughton; 4. Nicholas Nenow; 5. Chris Andrews.
 17-24 A: 1. Robbie Engstrom; 2. Lee Erickson; 3. Pat Donaho; 4. Kyle Love; 5. Chad Winecke.
 17-24 C: 1. Scott Johnson; 2. Jody Gaultney; 3. Jason Winkel; 4. Tommy Keech; 5. Bill Medek.
 25+ A: 1. Scott Steinle; 2. David Niemi; 3. Robert Bergstrom; 4. Bruce Gates; 5. Jay Mercill.
 25+ C: 1. Kurt Biernick; 2. Cy Chesterman; 3. Rod Perala; 4. Tim Hansen; 5. Jeff Farnell.
 VET A: 1. Mike Nathe; 2. Bill Engstrom; 3. Mike Graif; 4. Richard Riehm; 5. Mickey Mickelson.
 VET B: 1. Richard Biet; 2. Jeffrey Olson; 3. Jon DeOtis; 4. Mike McNeil; 5. Thor Mathison.
 VET C: 1. Chris Carlson; 2. Vincent Linders; 3. Steve Hansen; 4. David Koenig; 5. Jeffrey Risch.
 SR: 1. John Tieden; 2. David Knospe; 3. Harold Gooch; 4. John Alford; 5. Roger Higgins.
 125 A: 1. Pat Donaho; 2. James Povolny; 3. Jason Kempel; 4. David Tait; 5. Heath Voss.
 125 B: 1. Scott Johnson; 2. Craig Cunningham; 3. Todd Fletcher; 4. Bill Medek; 5. Troy Bennett.
 125 C-1: 1. Chad Kroll; 2. Steve Hansen; 3. Tom Colestock; 4. Jeff Ascher; 5. Boris Mahlich.
 125 C-2: 1. Aaron Huppert; 2. Sam Miller; 3. Trevor Hoyland; 4. Joey Olson; 5. Tim Grayson.
 250: 1. Rob Engstrom; 2. Jason Kempel; 3. Chad Pederson; 4. James Povolny; 5. Lee Erickson.
 250 B: 1. Todd Fletcher; 2. Paul Holland; 3. Cy Chesterman; 4. Chris Hinds; 5. Daniel Lewis.
 250 C-1: 1. Rick Norum; 2. Jesse Stregre; 3. Tim Crews; 4. Verlyn Gerson; 5. Jeff Dienst.
 250 C-2: 1. Keith Danielson; 2. Mike Johnson; 3. Mike Little; 4. Mark Reich; 5. Eric Johnson.
 OPEN A: 1. Chad Pederson; 2. Gary Bronikowski; 3. Scott Steinle; 4. Jeff Widmeyer; 5. John Weiss.
 OPEN C: 1. John DeOtis; 2. Brad Kensor; 3. Brent Herber; 4. Mike Janovsky; 5. Jeff Ascher.

Amedeo, Manning tough at Ocala Motocross

By Kyle Myers

OCALA, FL, OCT. 17

Chris Manning and Mike Amedeo posted wins at the fourth round of the AMA/Worldsports Florida Gold Cup Series at the Florida Motorsports Complex. Manning topped the 16-24 class while Amedeo was the man to beat in the 500cc B/C class.

When the 16-24 class left the line, William Batson jumped out to the early lead as Chris Manning, Jeff Neilander, Gary Allred and David Wincott gave chase. Allred slipped by Neilander in the second turn while Manning took the lead from Batson on the finish line tabletop. Manning quickly added to his lead as Batson made a mistake and let Allred and Neilander by. Neilander then passed Allred on the tabletop. Manning held on for the moto win over Neilander, Allred, Batson and Wincott.

In the second moto, Manning shot to the front of the pack as Batson, Allred, Neilander and Rob Tomlinson dodged his roost. Manning pulled away from the rest of the field while Batson tried to hold off Allred and Neilander. Batson felt the pressure and bogged down in a mud hole as Allred, Neilander, Tomlinson and Wincott cruised by. Manning took the second moto and overall ahead of Allred, Neilander, Tomlinson and Wincott.

Honda-mounted Armando Carrasquillo won the first 500cc B/C moto just ahead of Amedeo, Rob Ramon, John Ashbell and Roy Dean.

Amedeo had enough of Carrasquillo's roost in the first moto as he ripped the holeshot to start the second moto Carrasquillo, Ramon, Dean and Ashbell followed. Amedeo crossed the finish line to take the moto and overall victory. Ramon, Carrasquillo, Dean and Ashbell rounded out the top five places.

Results

P/W: 1. Tad Mondell (Yam); 2. Justin Holstein (Yam); 3. Jason Wood (Yam); 4. Kyle Williams (Yam); 5. Jeff Moore (Yam).

65: 1. James Stewart (Kaw); 2. Chaz Northey (Kaw); 3. Darren Fortin (Kaw); 4. Jeremy McDow (Kaw); 5. Jason Bell (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Aaron Perkins (Suz); 3. Paul Reillt (Suz); 4. Clint Shealy (Kaw); 5. Darren Fortin (Suz).

85 (12-13): 1. Jason Thomas (Kaw); 2. Jeremy Shuttleworth (Yam); 3. Andrei Boloni (Suz); 4. Jon Bowman (Yam); 5. Ray Hansen (Kaw).

85 (14-15): 1. Jarrett Tipping (Suz); 2. Adam Rake (Kaw); 3. Ronnie Renner (Yam); 4. Tuc Thompson (Kaw); 5. Vince Duvall (Yam).

S/MINI: 1. Adam Rake (Kaw); 2. Jason Thomas (Kaw); 3. Kyle Farnell (Yam); 4. Ronnie Renner (Yam); 5. Clint Shealy (Kaw).

12-15: 1. Kenny Jones (Hon); 2. Jarrett Tipping (Suz); 3. Mack Perry (Suz); 4. Billy Hood (Suz); 5. Aaron Hearn (Suz).

16-24: 1. Chris Manning (Suz); 2. Gary Allred (Hon); 3. Jeff Neilander (Hon); 4. Rob Tomlinson (Suz); 5. David Wincott (Yam).

125 A: 1. Josh Latina (Kaw); 2. John Fesler (Suz); 3. Joey Pratt (Suz).

125 B: 1. Jarrett Tipping (Suz); 2. Mike Lampe (Suz); 3. Chris Manning (Suz); 4. Rob Tomlinson (Suz); 5. Joey Clark (Kaw).

125 C: 1. Shawn Willis (Suz); 2. Lee Tathan (Yam); 3. Aaron Hearn (Suz); 4. Lee Burgess (Kaw); 5. James Joiner (Hon).

125 BEG: 1. Jeremy Hunter (Hon); 2. David Guston (Hon). PRO: 1. Travis Blackburn (Kaw); 2. John Fesler (Suz); 3. Ernie Millan (Hon).

250 A: 1. Ernie Millan (Hon); 2. Earl May (Yam); 3. Jeff Lampe (Suz); 4. John Fesler (Suz); 5. Lee McIlvaine (Yam).

250 B: 1. Kenny Jones (Hon); 2. Rod Reber (Yam); 3. John Haven (Yam); 4. Jeff Neilander (Hon); 5. Tim Eggers (Suz).

250 C: 1. John Sheffey (Suz); 2. Lee Tathan (Yam); 3. Chris Nelson (Hon); 4. Kyle Kopachnik (Suz); 5. Casey Lynch (Yam).

250 BEG: 1. Chris Dewyngear (Kaw); 2. Jack Hatson (Hon); 3. Ricky Allenbaugh (Yam); 4. Mike Gutierrez (Hon); 5. Daryl Carlson (Suz).

25+ 1. Earl May (Yam); 2. Jon Ortner (Kaw); 3. Jeff Lampe (Suz); 4. Marl Beamer (Suz); 5. Lee McIlvaine (Yam).

30+ 1. Alan Andreu (Yam); 2. Earl May (Yam); 3. Jon Ortner (Kaw); 4. Tim Eggers (Suz); 5. Tim Lozaw (Yam).

35+ 1. Dell Miller (Kaw); 2. Jeff Hughes (Kaw); 3. Doug Harvey (Yam); 4. Roy Dean (Suz); 5. John Ashbell (Kaw).

40+ 1. Woody Strickland (Yam); 2. Ike DeJager (Hon); 3. Tom Bragg (Hon); 4. Robert Godfrey (Kaw); 5. Fred Smith (Yam).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Armando Carrasquillo (Hon); 3. Rob Ramon (Hon); 4. Roy Dean (Suz); 5. John Ashbell (Kaw).

WMN: 1. Gina Perry (Hon); 2. Beth Rewis (Kaw); 3. Tracy Moore (Hon); 4. Kim Brown (Hon); 5. Dean Joiner (Kaw).

Hunter, Hansen pound Palmyra Motocross

By Kelly Kisicki

PALMYRA, NE, OCT. 24

Chris Hunter, riding his JT USA/Pro Circuit-backed Suzuki, battled Trent Hansen in both Expert classes at the Midwest Motocross Raceway's final races for the '93 season. Hunter won the 125cc Expert class and the Open Outlaw A class while Hansen took the 250cc Expert class.

Hansen holeshot the first 125cc Expert moto with Jeff Bargell in second. The Hunter brothers, Chris and Paul, suffered from a midpack start. But by the third lap, Chris had worked up to second and Paul to third. Hansen and Chris Hunter easily outdistanced the rest of the pack while fighting for the moto win. Hansen took the checkered flag followed by a frustrated Chris Hunter.

Hansen again blasted out of the gate for the second-moto holeshot followed by Chris Hunter

and Paul Hunter. On the second lap, however, Chris Hunter motored by Hansen to take the lead and ran away with an easy moto win and the overall victory.

The 250cc Experts throttled past the gate with Hansen in the lead, but Chris Hunter pulled around Hansen to grab the number-one spot on the second curve. Once around Hansen, Chris Hunter pulled out ahead and kept the lead. Dan Wallace and Paul Hunter battled for the third spot. At the checkered flag it was Chris Hunter, Hansen, Wallace, Paul Hunter and Jeff Bargell.

On the second-moto start, Hansen narrowly edged out Chris Hunter for the holeshot. Hunter then hung back, waiting to pass if Hansen made a mistake on the narrow track. On the second lap, Hunter got a chance as Hansen took an outside line. Hunter went to the inside for a perfectly executed block-pass. It appeared as though Hunter would win easily as he pulled away from the pack, but on lap five he clipped a tire that was marking the track and bent his rear brake lever. By lap six, Hansen had caught back up to Hunter. Hansen ran into Hunter in a deeply rutted turn and went down but got up quickly. Hansen passed Hunter when Hunter's rear brake lever broke off completely. With no rear brakes, Hunter settled into third until the checkered flag. Hansen took the overall win with Hunter settling for second overall.

Results

125 EX: 1. Chris Hunter (Suz); 2. Trent Hansen (Hon); 3. Paul Hunter (Suz); 4. Rob Bracke (Hon); 5. Kyle Shull (Kaw).

250 EX: 1. Trent Hansen (Hon); 2. Chris Hunter (Suz); 3. Dan Wallace (Kaw); 4. Paul Hunter (Suz); 5. Jeff Bargell (Kaw).

125 B: 1. Jim Petersen (Suz); 2. Brian Stone (Kaw); 3. Jeremy Ander (Hon); 4. Jesse Rausch (Suz); 5. Brian Smith (Hon).

250 B: 1. Mark Moock (Suz); 2. Brian Brinkman (Suz); 3. John Urbanousky (Hon); 4. Mark Stice (Yam); 5. James Sobede (Hon).

OPEN OUTLAW A: 1. Chris Hunter (Suz); 2. Rob Brika (Hon); 3. Jeff Bargell (Kaw); 4. Chris Farley (Kaw); 5. Robert Hogenmiller (Yam).

OPEN OUTLAW B: 1. Mark Moock (Suz); 2. Chris Leenz (Kaw); 3. Ty Maschino (Hon); 4. Jay Magnett (Hon); 5. Tim Petersen (Suz).

80 A: 1. Jeremy Anderson (Hon); 2. Chad Lile (Kaw).

80 B: 1. Matt Gellenbeck (Kaw); 2. Sam Fluere (Kaw); 3. Jason Buggi (Hon); 4. Cyrus Tilford (Hon); 5. Ty Mumsagrd (Yam).

80 C: 1. Boomer Jones (Kaw); 2. J.P. Fellin (Kaw); 3. Dusty Blake (Hon); 4. Matt Sackschewsky (Suz); 5. Jon Henik (Kaw).

60: 1. Boomer Jones (Kaw); 2. Sam Fluere (Kaw); 3. Matthew Fluere (Kaw); 4. Nick Bryant (Kaw); 5. Travis Hoveling (Yam).

NOV: 1. Jay Magnett (Hon); 2. Jamie Wright (Suz); 3. Brandon Suddley (Kaw); 4. Richard Tracy (Hon); 5. Bobby O'Brien (Kaw).

P/W: 1. Matthew Fluere (Yam); 2. Colton McLain (Yam); 3. Alan Petersen (Yam); 4. Ryan Lile (Yam); 5. Matt Huffman (Yam).

VINT: 1. Gary Gibbs (Hon); 2. Craig Pohlmann (Suz); 3. Calvin Olson (Suz); 4. Vern Goodwin (Kaw); 5. John Knopp (Suz).

BMBR: 1. Bob Johnson (Suz); 2. Rob Goodwin (Suz); 3. Kent Taylor (Yam); 4. Frank Blake (Hon); 5. Brian Dinkal (Hon).

40+ 1. Randy Driewer (Kaw); 2. James Bohl (Kaw); 3. Rod Larson (Yam); 4. Ron Slingsby (Hon); 5. Don Tetler (Kaw).

VET A: 1. Jeff Bargell (Kaw); 2. Mark Stice (Yam); 3. Gary Gibbs (Hon).

VET B: 1. Randy Driewer (Kaw); 2. Brad Jones (Suz); 3. Greg Driewer (Hon); 4. Jon Frankenberger (Kaw); 5. Tony Groves (Hon).

Caplinger cooks at Westphalia Hare Scrambles

By Arlene Hejlek

WESTPHALIA, MO, OCT. 17

Chris Caplinger aced his seventh win this season and assured that he will carry the number-one plate when he took the overall win at the 11th round of the Missouri Hare Scramble Championship Series hosted by the Mo Dirt club at Westphalia, Missouri.

ATK/Donelson Cycles/MRM/Kal-Gard/Sprocket Specialists/NGK/ Dunlop/Link/Bell Helmets/Motorcycle Stuff/Dyno Port/Psycho Paint Works-sponsored Caplinger had his ATK in the wrong gear at the start and ended up at the back of the pack. But Caplinger started picking off riders and worked his way up to second position by the end of the second lap on the 6.5-mile course. Caplinger took the lead from KTM-mounted Leigh Letellier as they took different lines through a creek section on the third lap.

When Caplinger pitted for fuel at the end of the third lap, Steve Leivan put his Yamaha ahead of Letellier and closed the gap on Caplinger. When Caplinger wrapped his wheel around a tree, Leivan took the lead but relinquished it on the grass track just before the scoring lanes where Caplinger had a better line. Caplinger rode cool and held off Leivan and Letellier to take the overall win at the end of seven laps. Leivan claimed the second overall position, and third overall went to Yamaha-mounted Rusty Reynaud.

Results

O/A: 1. Chris Caplinger (ATK); 2. Steve Leivan (Yam); 3. Rusty Reynaud (Yam); 4. Leigh Letellier (KTM); 5. Chris Graber (Yam).

EX: 1. Steve Leivan (Yam); 2. Rusty Reynaud (Yam); 3. Leigh Letellier (KTM); 4. Chris Graber (Yam); 5. John Roth (Yam).

INT: 1. Dwight Maggard (Yam); 2. Pat Schmidt (Yam); 3. Chris Huff (Yam); 4. Mark Kendall (Kaw); 5. Jeff Schneider (KTM).

125: 1. David Wilfong (Yam); 2. Darin Phillips (Suz); 3. Jason Counts (Kaw); 4. John Bingham (Kaw); 5. Steve Gordon (Kaw).

200: 1. Dan Dohogne (Kaw); 2. Joe Beaver (Yam); 3. Derek Zinchuck (Yam); 4. Jim Williams (Kaw); 5. Ferd Leitzke (Kaw).

250: 1. Allen Haynes (Yam); 2. Mike Vohs (Yam); 3. Jamie Jennings (Yam); 4. Mike Windman (KTM); 5. Kevin Harmon (Yam).



Mike Eastwood (724) finished first in the 250cc A class at the Birch Creek MX.

OPEN: 1. Danny Johnson (KTM); 2. Jerry McCasland (Yam); 3. Dan Neath (KTM); 4. Dennis Vohs (Hus); 5. Art Simmineau (Hon).

4-STRK: 1. Steve Underwood (Hbg); 2. Chris Sloan (Hbg); 3. Gary P'lant (Hon); 4. Rusty Kaiser (Hus); 5. Dale Griesinger (KTM).

SR: 1. Brad Barnett (Yam); 2. Billy Hall (Yam); 3. Brian Mattheys (KTM); 4. William Guffey Sr. (Yam); 5. John Dometroch (KTM).

S/SR: 1. Terry Brumley (Yam); 2. John Oller (Yam); 3. Rick Wheelove (KTM); 4. Gerald Frericks (Yam); 5. Jim Letellier (KTM).

JR: 1. Dustin Wisecup (Yam); 2. Collin Sheridan (Kaw); 3. Mike Guffey (Yam); 4. Chris Miller (Kaw); 5. Keith Sloan (Yam).

VINT: 1. Brian Mills (Yam); 2. Greg Troxel (Yam); 3. Jon Troxel (Yam).

TRL RDR: 1. Leon Deeken (Yam); 2. Ron Hooper (KTM); 3. Brandon Stansbury (Kaw); 4. Derek Smith (Yam); 5. William Guffey Jr. (Hon).

Scarano dominates Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA OCT. 24

Myles Scarano came to Birch Creek from nearby Suffolk Virginia and wiped the slate clean by dusting the Schoolboy division with a double-moto victory. Scarano turned the same trick in the 22-rider 125cc C class by walking away with both motos.

In the Schoolboy class, Scarano put his Suzuki RM125 up against the North Carolina trio of Davis Cranford, Chris Anstead and Scott Beard. It was Anstead taking the runner-up spot in moto one behind Scarano, then Cranford and Beard. While Scarano came back to repeat in moto two, Cranford slipped past Anstead for the second position and took second for the day with the better second-moto score. Beard held on to fourth to finish the day ahead of Zach Yonce.

Scarano ran into tough competition in the 125cc C class from the likes of Kawasaki-mounted Sidney Williams and Suzuki-mounted Chap Harkrader. Williams battled hard only to come up short in both motos and had to settle for runner-up honors for the day. Harkrader filled out the final podium spot in third over Scott Beard. Jason Ring put in a good effort to bring his Yamaha in for fifth overall via a 4-6 score.

Other double class winners on the four moto sweep list included Scott Shipley and Brandon Turlington. Shipley came out and smoked to all four moto wins in the 25+ and 30+ A ranks while Turlington curised to a string of four wins in the competitive 125 and 250cc B classes. In Pro action, it was Mike Eastwood taking home the top honors in the 250 A class with two hard-fought moto wins.

Results

50: 1. Aaron Willis (Yam); 2. Chase Shuemate (Yam); 3. Dean Day (Yam); 4. David Mitchell (Yam); 5. Tyler Shuemate (Yam).

65: 1. Isha Wood (Kaw); 2. Chris Willas (Kaw); 3. Phillip Ranker (Kaw); 4. Spencer Hill (Kaw); 5. Matthew Boyer (Kaw).

85 (7-11): 1. Casey Barnes (Suz); 2. Bryan Weatherly (Kaw); 3. Bobby Ranker (Hon); 4. Nick Roberts (Hon); 5. Travis West (Kaw).

85 (12-13): 1. Eric Barnes (Suz); 2. Jeff Rogers (Suz); 3. Michael Neal; 4. Mike Ford (Kaw); 5. Josh Wood (Yam).

85 (14-15): 1. Ashley Bruce (Suz); 2. Chad Holt (Yam); 3. Zach Yonce (Kaw); 4. Mike Brown (Kaw); 5. Chris Flowe (Kaw).

S/MINI: 1. Eric Barnes (Suz).

SCHBY: 1. Myles Scarano (Suz); 2. Davis Cranford (Suz); 3. Chris Anstead (Kaw); 4. Scott Beard (Suz); 5. Zach Yonce (Suz).

125 A: 1. Chuck Shirely (Yam); 2. Sean Shutnik (Suz); 3. Mike Eastwood (Hon); 4. Jason Langley (Hon).

125 B: 1. Brandon Turlington (Hon); 2. Chuck Green (Suz); 3. Lee Williams (Kaw); 4. Davis Cranford (Suz); 5. Jonathan Steele (Hon).

125 C: 1. Myles Scarano (Suz); 2. Sidney Williams (Kaw); 3. Chap Harkrader (Suz); 4. Scott Beard (Suz); 5. Jason Ring (Yam).

250 A: 1. Mike Eastwood (Hon); 2. Allen Alford (Suz); 3. Ian Fortune (Yam); 4. Michael Curry (Yam); 5. Jason Langley (Hon).

250 B: 1. Brandon Turlington (Hon); 2. Randy Womack (Suz); 3. Danny Rich (Suz); 4. Robbie Flynt (Kaw); 5. Chris Anstead (Yam).

250 C: 1. Freddie Lawson (Suz); 2. Paul Blackvelder (Hon); 3. Bruce Hutchins (Kaw); 4. Dustin Floyd (Suz); 5. Keith Newton (Suz).

UL: 1. Danny Rich (Suz); 2. Randy Womack (Suz); 3. Sidney Williams (Kaw); 4. Chuck Green (Suz); 5. Chris Bohner (Kaw).

OPEN B: 1. Todd Marshall (Hon); 2. William Smith (Hon); 3. Jerry Hall (Yam); 4. Tom Haar (Hon); 5. Mark Rembold (Hon).

25+ A: 1. Scott Shipley (Suz); 2. Allen Alford (Suz); 3. Vann Gibson (Hon); 4. Jay Hauser (Suz); 5. Chucky Hicks (Hon).

30+ A: 1. Scott Shipley (Suz); 2. Vann Gibson (Hon); 3. Sonny Mitchell (Kaw); 4. Chucky Hicks (Hon); 5. Joe Nordler (Yam).

40+ 1. Buford Arnn (Suz); 2. Ken Jordan (Hon); 3. A.C. Bruce (Hon); 4. Ron Green (Yam).

25+ B: 1. Ed Santuk (Suz); 2. Lee Williams (Kaw); 3. Keith Hicks (Suz); 4. Robert Racer (Yam); 5. Tim Mantooh (Hon).

30+ B: 1. Snappy Hooks (Suz); 2. Nick Allen (Suz); 3. David Hobson (Yam); 4. Robert Racer (Yam); 5. Ronnie Moran (Yam).

TRL RDR: 1. Darren Lawson (Yam); 2. Michael Flynt (Hon); 3. Frankie McKinney (Suz); 4. Jerry Draper (Kaw); 5. David Howerton (Hon).

Roland rages to Echeconnee Motocross win

By Toni Antoni

MACON, GA, OCT. 17

Over 250 riders from six states were on hand for round four of the Georgia State Championship series, and Joey Roland showed he was the man to beat in the very competitive 125cc C class.

In the first moto, Roland nailed the holeshot and was never headed. Roland took the win by a comfortable margin with David Schnitger a distant second.

Moto two was a different story as Mark Bailey put his Suzuki up front with Kawasaki-mounted David Brewer second. Roland had gotten a fifth-place start but quickly moved into second by the end of the first lap. While Roland was working on Bailey, Shaw Whitaker had his Suzuki on the move, and by midway in the moto was dogging the lead pair. As the three riders approached the white flag, Bailey made a bobble which held up Roland and allowed Whitaker to overtake both riders. Roland recovered to take second with Schnitger third.

Some of the day's best racing came in the 125cc A class with Answer/Pro Circuit/Scott-backed Andre Pene taking a hard-fought win in moto one over Dwayne Bone with Team Green's Paul Currie third.

Moto two was the race of the day as Pene powered his Suzuki of Paris RM to his second holeshot with Bone at his rear wheel. Midway through lap two, Bone stuffed his way into the lead only to let Pene back in front two turns later. The two riders put on a terrific show with Bone taking the checkered flag just inches ahead of Pene.

Results

P/W: 1. Zach Rutledge (Yam); 2. Andrew Matussek (Yam); 3. Scott Storey (Yam); 4. John Roberson (Yam); 5. Rob Wooten (Yam).

JR CYCLE: 1. Christopher McCorkel (Kaw); 2. Zach Rutledge (Kaw); 3. Robin Wallace (Kaw); 4. Michael Sizemore (Kaw); 5. Matt Beatty (Kaw).

JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Chad Albritton (Hon); 4. Robin Wallace (Yam); 5. Brandon Butterfly (Yam).

SR MINI: 1. Rickey Carmichael (Kaw); 2. Matt Walker (Kaw); 3. Aaron Lindsey (Kaw); 4. Nick Citron (Yam); 5. Bubba Woodhen (Suz).

SCHBY: 1. Chris Bailey (Yam); 2. Billy Helbak (Suz); 3. Jason Duncan (Yam); 4. Dennis Kinlaw (Kaw); 5. Craig Dockery (Hon).

125 BEG: 1. Mark Taylor (Kaw); 2. David Nelson (Suz); 3. Jason Duncan (Yam); 4. Richard Wallace (Kaw); 5. Nick Citron (Yam).

125 C: 1. Joey Roland (Suz); 2. Shaw Whitaker (Suz); 3. David Schnitger (Suz); 4. Jon Grey (Suz); 5. Chris Seward (Suz).

125 B: 1. Mike Demico (Suz); 2. Brian Thornberg (Suz); 3. Jeff Geise (Suz); 4. Chad Anderson (Kaw); 5. Kyle Kelly (Kaw).

125 A: 1. Dewayne Bone (Hon); 2. Andre Pene (Suz); 3. Patrick Hize (Yam); 4. Paul Currie (Kaw); 5. Chris Bailey (Kaw).

250 BEG: 1. Jeff Killion (Kaw); 2. Zach Cummings (Yam); 3. Bob Westergaard (Hon); 4. Russel Atliway (Hon); 5. Duane Heardon (Kaw).

250 C: 1. Marcus Lansford (Suz); 2. Aaron Atharas (Suz); 3. Shane McElwaine (Yam); 4. Bryan Sheffield (Kaw); 5. Rusty Roberts (Yam).

250 B: 1. Rod Stuckey (Kaw); 2. James Greir (Hon); 3. Brian Smith (Kaw); 4. Glen Bates (Hon); 5. Tony Bishop (Kaw).

250 A: 1. Tommy Martin (Hon); 2. Paul Currie (Kaw); 3. Andre Pene (Suz); 4. Dewayne Bone (Hon); 5. Joshua Darnall (Kaw).

UL AM: 1. Rod Stuckey (Kaw); 2. James Greir (Hon); 3. John Trusser (Hon); 4. Shamu Williams (Kaw); 5. Eric Portom (Hon).

25+ 1. Tommy Martin (Hon); 2. Mike Hesler (Yam); 3. Glen Bates (Hon); 4. Anthony Wood (Hon); 5. Dale Deaton (Hon).

30+ 1. Ross Johnson (Hon); 2. Donny Banks (Hon); 3. John Tressel (Hon); 4. Mike Henderson (Hon); 5. Rusty Roberts (Yam).

EVENTS



Jeremy Harwood (607) was the 250cc Intermediate to beat at the Mtn. View MX.

Hamness, Harwood shake up Mountain View Motocross

By Clay Light

SANDY, OR, OCT. 30

Mike Hamness and Jeremy Harwood were hot at the final race of the 1993 season at Mountain View Cycle Park as Hamness edged out brother Terry for a win in the highly competitive Before the Hill class while Harwood won a climactic 250cc Intermediate showdown.

The Before the Hill class ran combined with the 250cc Intermediates, with the Intermediates being gated in the first wave and led by Harwood. Hamness, riding a CR125, came through traffic in moto one to settle in behind brother Terry and set up the day's best battle. Harwood, though, fell prey to Honda rider Tim Meissner by mid-race while the Hamnesses and Kawasaki rider Kirk Ridgley clawed through traffic to close in on Meissner and Harwood, the 1-2 finishers.

In moto two, Terry Hamness grabbed the lead, but the positions were reversed this time as Mike Hamness put his CR125 in front of Terry's 250, and the two were never more than a wheel apart. Mike Hamness won by a wheel for the overall win via a 2-1 score while Terry's 1-2 placings netted him second overall. Third went to Chad Gilbert. All three finished behind the duo of Harwood and Ridgley, the 1-2 finishers in the 250cc Intermediate class.

Yamaha rider Andrew Wells pulled off a double win, taking victories in the 250cc Beginner and 30-40 C classes. Yamaha rider Mike Storm stole the show in the combined 80cc class, which ran with the Women's class.

Results

50: 1. Erick Meusling (Hj); 2. J.D. Perkins (Yam)
60 (9-11): 1. Kelvin Schoen (Kaw); 2. Jon McCully (Hon).
60 (6-8): 1. Sean Light (Kaw); 2. Joey Mancuso (Kaw); 3. Chad Wood (Kaw).
80 BEG: 1. John Meusling (Yam); 2. Nathan McCully (Yam); 3. Jeremy Schultz (Yam).
80 JR: 1. Kelvin Schoen (Kaw); 2. Jason Pye (Yam).
80 INT: 1. Mike Storm (Yam).
WMN: 1. Traci Fleming (Yam); 2. Debi Kirk (Kaw); 3. Amy Light (Kaw).
125 BEG: 1. Ray Kolbert (Hon); 2. Jay Collins (Hon); 3. Ed Hajigek (Hon); 4. Jeff Johnson (Kaw); 5. Greg McFarland (Kaw).
125 JR: 1. Nathan Gravelle (Kaw); 2. Dan Hewitt (Yam); 3. Rob Fabrick (Kaw); 4. Dan Laune (Suz); 5. Scott Smith (Yam).
125 INT: 1. Bob Melloy (Suz); 2. James Price (Kaw); 3. Kirk Ridgley (Kaw).
250 BEG: 1. Andrew Wells (Yam); 2. Ryan Anderson (Suz); 3. Kelly Kellogg (Hon); 4. Vince Kuni (Kaw); 5. Roby Simmons (Yam).
250 JR: 1. Cliff Scott (Hon); 2. Chad Gilbert (Hon); 3. Dean Hartman (Yam); 4. Lance Lindsey (Hon); 5. Josh Larson (Yam).
BTH: 1. Mike Hamness (Hon); 2. Terry Hamness (Kaw); 3. Chad Gilbert (Hon); 4. Dan Hewitt (Yam); 5. Chris Kessell (Suz).
250 INT: 1. Jeremy Harwood (Kaw); 2. Tim Meissner (Hon); 3. Kirk Ridgley (Kaw).
OPEN BEG: 1. Tom Marlin (Kaw); 2. Chad Huston (Kaw); 3. Robby Fritzie (Hon).
OPEN JR: 1. Marlow Mourer (Hon); 2. Randy Fisher (Hon); 3. Brian Grandberg (Hon).
OT AM: 1. Loren Bolster (Kaw); 2. Doug McCully (Hon); 3. Jeff Yaw (Hon).
OT NOV: 1. John Meusling (Yam).
30-40 PRO: 1. Joe Casey (Yam).
30-40 INT: 1. Jay Loudagin (Hon).
30-40 JR: 1. Andrew Wells (Yam); 2. Randy Fisher (Hon); 3. Vincent Kuni (Kaw); 4. Scott Smith (Yam); 5. Ron Hudson (Suz).

Komer, Reed class of Moreland Trial

By Don Allis

MORELAND, NY, OCT. 24

Mike Komer placed first in the Expert Class with a score of 17 points while David Reed won the Advanced Class with a score of 45 points at the District 4 trial in Moreland, New York.

The Expert Riders had to be careful not to cross their tracks and take a five-point penalty in

both sections two and five. Section two featured a creek bank that the riders had to ride up and down several times. Section five contained a large log that the Expert riders had to ride over. The Advanced riders had to ride the same line in section five as the Expert riders, but without the log. The exit in section 5 had a ditch just before it and many spectacular moves were required to finish this part of the section.

The Intermediate class was won by Tom Manogue with a score of 29 points. The Senior A class winner was Dave Karst with a total of 17 points. In section six, the Intermediate riders had to ride over a large log. Many of the riders found this log to be more than they could ride, and would end up with a score of five points for that ride.

The Novice Class was won by Jonah Leon with a score of 17 points. The Senior B Class winner was Richard Clark with a total of 21 points. The Super Senior Class winner was Ron Bors with a total of 30 points. Most of the Novice Sections had a section with water and mud, and a hill or ditch to climb. As the afternoon progressed, many of these mud spots became slippery and required just the right moves to clean them.

The Rookie Class winner was Todd Spath with a low score of three points and the Vintage Class winner was Charles Williams with 18 points.

Results

EX: 1. Mike Komer (17); 2. Keith Winters (30); 3. Brian Benjamin (40); 4. John Senecal (45); 5. George Brinkwart (46).
ADV: 1. David M. Reed (45); 2. John Jellier (82).
INT: 1. Tom Manogue (29); 2. Matt Hughson (44); 3. Benn Williamson (51); 4. Roger Allis (54); 5. Charlie Camin (54); 13.
NOV: 1. Jonah Leon (17); 2. Robert Brown (35); 3. David A. Reed (43); 4. Dana Guest (43); 5. Noah Leon (44).
SR A: 1. Dave Karst (17); 2. Laverne Bowen (20); 3. Wayne Larson (35); 4. Ted Kellogg (48); 5. Marty Terpstra (90).
SR B: 1. Richard Clark (21); 2. Chester Covert (23); 3. Robert Lamlike (40); 4. Richard Thompson (68); 5. Richard Freer (82).
S/SR: 1. Ron Bors (30); 2. Tony Palumbo (50); 3. Richard Oliver (59); 4. John Knapp (64); 5. Larry Lovell (69).
ROOKIE: 1. Tom Spath (3); 2. Terry Graves (18); 3. Patrick Brown (20); 4. Russell Brown (36); 5. Eric Reed (37).
VINT: 1. Charles Williams (18); 2. Tom Boyton (30); 3. Edward Pollot (31).

Epolito excels at Starwest MX

By David Procida

MORENO VALLEY, CA, OCT. 23

Tony Epolito put together a pair of second-place finishes that were good enough to take the overall win in the 125cc Beginner class during Starwest's Saturday Night Under the Stars competition.

The BV Performance rider came from mid-pack in moto one after Neil Alonzo grabbed the holeshot with Jaime Clabaugh riding his shirt-tail through turn one. Clabaugh tucked down on the inside line, and by the time the pair hit the second corner, had demoted Alonzo to second. Kyle Fennels was also on the move after gating in third. On the third lap, Fennels took the lead spot by doubling his way through the "Double-Double."

Epolito was working his way up and slipped by R.C. Colton to break into the top five. At the midway point, Epolito moved into third behind Alonzo, who then assisted Epolito's charge when he did a full "flying W" after landing hard off of the big "Launcher." Now in third, Epolito began to close on Clabaugh but time was running out.

Out front, Fennels had a secure hold on the lead, but it was Clabaugh that was under attack. Both Epolito and Pierce freight-trained by when Clabaugh went wide in a turn. It was all Fennels at the checkered as he crossed the line a considerable distance ahead of Epolito.

In moto two, Fennels timed the gate perfectly

to nab the holeshot, leading Pierce, Epolito and the rest of the pack through turn one. Epolito, having gated much better this moto decided to not let Fennels get away and put a clean pass on Pierce in the rockers for second. Epolito pulled to Fennels rear fender, and as the riders traversed the "Snake Pit" went inside-outside, then squared the exit to grab the lead.

Moving up from just outside of the top five, Johnny Aragon was charging hard and passed Pierce in the back section of the track. Aragon picked off Fennels on the long straightway, then closed the gap on Epolito. Soaring off of the "Launcher," Aragon pulled alongside of Epolito and drag-raced the Suzuki rider to the following corner. As the pair emerged from behind "The Leap," it was Aragon cresting the jump first with Epolito now in second. Aragon held onto the lead for the remainder of the moto taking a well-deserved win, but it was Epolito that was the big winner as his pair of seconds was good enough to take the overall win.

Results

50 BEG: 1. Joshua Brown (Yam); 2. Aaron Madvig (Hj); 3. Brent Harmon (Yam).
50 STK A: 1. Jeff McClure (Yam).
50 STK B: 1. Nicholas Lopez (Yam); 2. Justin Cody (Yam).
60 (6-8): 1. Jesus Castillas (Kaw); 2. Ryan Couse (Kaw); 3. Vincent Blair (Kaw); 4. Jesse Mock (Kaw); 5. Tyson Davis (Kaw).
60 (9-11): 1. Brian Hulsey (Kaw); 2. Chris Rogers (Kaw); 3. Nick Alvarez (Kaw); 4. Bryan Nelson (Kaw); 5. Steve Gonzalez (Kaw).
80 (0-11): 1. Daniel Blair (Hon); 2. Bobby Bonds (Kaw); 3. Ben Ramsaran (Yam).
80 (14-16): 1. Ryan Clark (Kaw); 2. Robby Couse (Kaw); 3. Danny Carlson (Kaw); 4. Toby Lopez (Suz); 5. Adam Pierce (Kaw).
80 BEG (12-16): 1. Branden Dahlgren (Yam); 2. Robert Simpson (Kaw); 3. Andy Rasmussen (Yam); 4. Chris Rogers (Suz); 5. Matt Minyard (Kaw).
S/MINI: 1. Ryan Clark (Kaw); 2. Charley Bogard (Suz); 3. Robby Couse (Kaw); 4. Matt Minyard (Kaw); 5. David Padilla (Kaw).
125 BEG: 1. Tony Epolito (Suz); 2. Kyle Fennels (Suz); 3. Johnny Aragon (Kaw); 4. Adam Pierce (Kaw); 5. R.C. Colton (Kaw).
125 NOV: 1. Nephthi Dummer (Suz); 2. Lloyd Lester (Hon); 3. Eddie Fennels (Suz); 4. Jason Sobiesiak (Kaw).
125 INT: 1. Dean Van Riper (Kaw); 2. David Hughes (Kaw).
250 BEG: 1. Chris Scherer (Hon); 2. Rich Richter (Kaw); 3. Matt Parsons (Yam); 4. Tony Rodriguez (Hon).
250 NOV: 1. David Stanton (Yam).
250 INT: 1. Jason Medina (Suz).
250 PRO: 1. John Sereika (Kaw).
25+ BEG: 1. Jerry Helin (Yam); 2. D.R. McCain (Hon); 3. Dennis Gallagher (Yam).
30+ BEG: 1. Matt Nelson (Yam); 2. Jim Masters (Hon); 3. Pat Leon (Yam); 4. Derrick Luedtka (Yam); 5. Jim Beck (Yam).
30+ NOV: 1. Jon Nixon (Kaw); 2. Terry Macrae (Suz); 3. Jim Stentz (Kaw); 4. Ron Malone (Hon); 5. John Pack (Yam).
40+ NOV: 1. Ray Simmons (Suz); 2. David Procida (Kaw); 3. Greg Houser (Yam); 4. Neil Simmons (Yam).
250 AMA: 1. Don Hutchinson (Hon); 2. Rick Krawitz (Yam); 3. Cory Hove (Hon). 250 250 PRO: 1. Mark Ehrhardt (Hon); 2. Larry Hamilton (Hon); 3. Scott Butler (Hon).

Diamond too rough at Hood MX

By Brain Lightfoot

FORT HOOD, TX, OCT. 17

Staff Sergeant Darrell Diamond rode his Kal Gard/AGV/Yoko/U.S. Military Sports Association/Forward Motion/Honda of Killeen/Curtis Sparks-built XR320 to the overall win in the Military class for the second time in a row at the Fort Hood MX.

Diamond, the 1993 National Enduro four-stroke B class points leader, rode to two second-place finishes in both motos for the win. Diamond said that this type of racing should help him in the special test sections in next year's ISDE in Oklahoma.

Fort Hood MX classes are determined by a rider's lap time around the track. Then the times are broken down into three classes: Fast, Faster and Fastest. If a rider's lap time during the race is eight seconds faster than his qualifying time, the rider is disqualified. In the Fastest class, Shane Shimabukuro, the Impact Kawasaki rider, won both motos from start to finish. Darrell Shaw rode his Yamaha YZ250 to two second-place finishes in both motos to win the overall in the Faster class. Austin Connell won both motos on his KDX 200 to win the Fast class.

Results

MILITARY: 1. Darrell Diamond; 2. Eric Hampton; 3. Robert Henry; 4. Ian Flatau; 5. Andy Clark.
50: 1. Chris Fajus; 2. Michael Pamalar.
60: 1. Derrick Kemp; 2. Michael Southard; 3. Andy Monroe; 4. Kenney Voe.
80: 1. Shannon Tomacek; 2. Heath Hendley; 3. David Tamow; 4. Derrick Kemp; 5. Clint Bozeman.
FAST: 1. Austin Connell; 2. Bobby Forby; 3. Allen Stallings; 4. Stuart Hendricks; 5. Andy Clark.
FASTER: 1. Darrell Shaw; 2. Danny Stewart; 3. Eric Hampton; 4. Shannon Tomacek; 5. Gordon Tamow.
FASTEST: 1. Shane Shimabukuro; 2. Mike Briscoe; 3. Chris Florio; 4. Mike Moses; 5. Darrell Diamond.
30+: 1. Joey Hardin; 2. Doug Kahstrom; 3. Ty Cobb; 4. Tim Cunningham.

McCann gets Assonet HS

By Michael Snyder

ASSONET, MA, OCT. 17

Randy McCann piloted his Mid-Town Kawasaki KX250 to a very impressive victory over nearly 160 competitors when the racing was over at the season finale of the New England Trail Riders Association Hare Scrambles series, which was

promoted by the Pilgrim Sands Trail Riders and held near the Massachusetts town of Assonet.

When the shot-gun blast went off for the 10-lap Expert and Amateur class, it was Scott Phelps who led a pack of AA competitors, which was headed by McCann, Cris Crispin, Bob Davidson, Jason Haines and Todd Levesque battling hard with Dave Gunn. By the time that they reappeared, it would be a flying McCann who had assumed the lead over Phelps with a fast-closing Crispin breathing down his neck.

On the third lap, McCann was quickly making it look like another one of his patented run-arounds as he held nearly a 30-second advantage over Phelps, who shared almost the same advantage over Crispin. Things started to get interesting on the next lap as a very determined Crispin began to chop away at second-place Phelps, and eventually passed him. About the only movement for the frontrunners in the next couple of laps was not good for Phelps as he began to move backwards and, during his pit-stop on the sixth lap, had decided to call it a day.

During the later stages of the race, Honda-mounted Crispin started to put on a charge towards the leader McCann. With the help of his father, McCann was able to notice that Crispin was closing. McCann put his head back down and proceeded to put even more distance between himself and Crispin to finish an eventual .39 seconds ahead of the Honda-mounted rider on the tenth and final lap. Coming in third would be a motivated Bob Davidson as he closed the gap between himself and Crispin to only .24 seconds, with Kawasaki-mounted Dave Gunn finishing .31 seconds behind and claiming the fourth overall position.

Results

O/A: 1. Randy McCann.
H-PT A: 1. Robert Speroni.
H-PT B: 1. Steve Bacon.
H-PT C: 1. Steve Sheppard.
AA: 1. Cris Crispin; 2. Bob Davidson; 3. Dave Gunn.
125 A: 1. Todd Levesque; 2. Craig Valkommer; 3. Brian Crispin.
200 A: 1. Steve Wall; 2. Michael Carlon; 3. Jeff Martin.
250 A: 1. P.J. Peculis; 2. Mike Lewis; 3. Pat Timothy.
OPEN A: 1. Norm Turnberg; 2. James Strong; 3. Brian Maranda.
VET A: 1. Herbert Mordough; 2. Roger Billharz; 3. Steve Pelloquin.
SR A: 1. Steve Formanek; 2. Al Desprosiors; 3. James Petrovic.
4-STRK A: 1. Lee Pelletier; 2. Bill Drumme; 3. John Fuchs.
125 B: 1. Mike Miller; 2. Brian Chop; 3. Dan Hayes.
200 B: 1. John Sullivan; 2. Scott Raymond; 3. Mark Burdick.
250 B: 1. Doug McKinnon; 2. Joe Delaney; 3. Jared Wheelock.
OPEN B: 1. Brian Smith; 2. Bruce Bellinger; 3. Peter Vannyswood.
VET B: 1. Glenn Dougherty; 2. Bruce Cadieux; 3. Steve Audet.
SR B: 1. John Millet; 2. Victor Tiship; 3. Peter Shafan.
4-STRK B: 1. John Hall; 2. Gus Blender; 3. Matthew Brigham.
5/SR: 1. Joe Curti; 2. Ed Barnes.
125 C: 1. Mike Rogers; 2. Eric Morea; 3. Eddy Wols.
200 C: 1. Jim Edmonds; 2. Mike Dyhaime; 3. David Davis.
250 C: 1. Eric Turgeon; 2. Mike Sylvester; 3. Jon Laramie.
OPEN C: 1. Jason Radziunas; 2. Rich Landry; 3. Laddie Frye.
VET C: 1. Mike Taft; 2. Daniel Brown; 3. David Dutra.
SR C: 1. Paul Dumais; 2. Toni Moores; 3. Bill Cafarell.
4-STRK: 1. Robert Faulas; 2. Kevin Howe; 3. Eric Garcia.
MINI: 1. Todd Santhoson; 2. Eric Poultier; 3. Hans Neff.
JR: 1. Corey Neuman; 2. Doug Stroh; 3. Mike Formanek.
WMN: 1. Sherry Landry; 2. Pam Minella.

Hoenshell dominates Mosier Valley Cross Country

By Mark Childre

EULESS, TX, OCT. 24

Arlington Suzuki/MSR/Scott-backed Clay Hoenshell rode like a man possessed, taking the top Pro Class honors at the Mosier Valley Cross Country.

Heading to the starting line for the Sunday morning race, Hoenshell fouled a plug. As the race started without him, Hoenshell replaced the plug and got underway just ahead of the next wave of riders. Over a minute down, Hoenshell quickly caught the back of the Pro pack and began whittling his way toward the front. Dean Lane was pulling away from the pack with Jeremy Fipps not far off the pace. Hoenshell caught up to Fipps and went after the number two spot.

"I've never seen him (Hoenshell) ride like that. He was possessed. He was all over the place, trying all kinds of moves to go through traffic," Fipps said.

Shortly after moving into second, Hoenshell exited the track at the end of the longest straight-away.

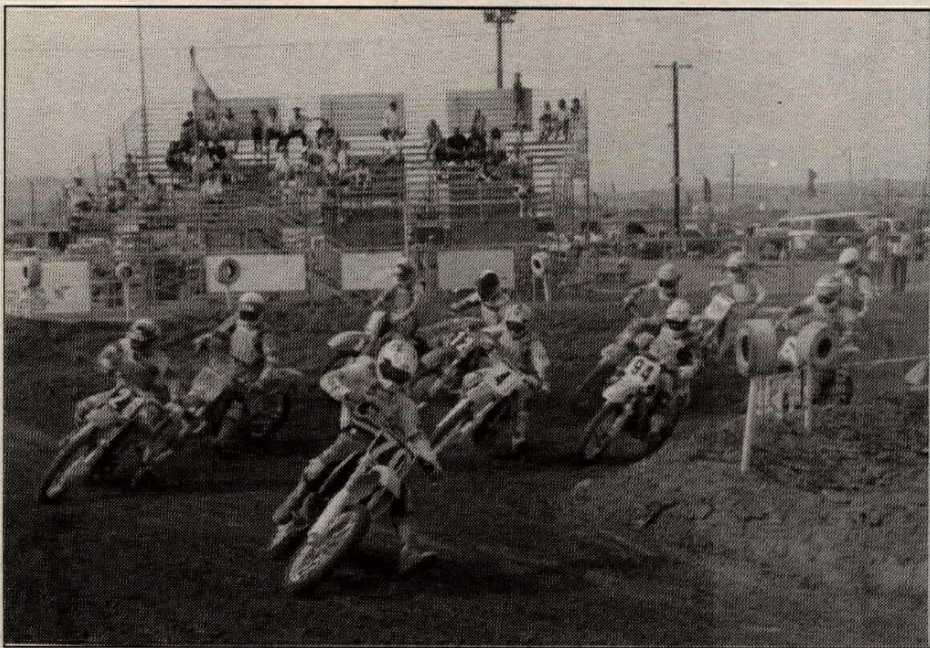
"I just came in too hot and shot off into the hole at the end," Hoenshell said.

Over a minute and several Pro riders passed before Hoenshell remounted. Once again, Hoenshell pushed through the pack and caught Lane on the final lap. Hoenshell pulled into the lead to take the checkered and another win. Lane finished second ahead of Fipps.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Dean Lane (KTM); 3. Jeremy Fipps (Hon); 4. Haydn Franklin (KTM); 5. Jackie Liddell (Yam).
EX O/A: 1. Glen Boyett (Yam); 2. David Culpepper (Hon); 3. Todd Tarver (KTM); 4. Tracy Anders (Kaw); 5. Darryl Smith (Yam).
WMN EX: 1. Pam Blasingame (Suz); 2. Serina DeJarnett (Yam); 3. Cynthia Weekes (Kaw); 4. Gayle Culpepper (Yam); 5. Lisa Scherer (Suz).

EVENTS



Shawn O'Brien (70) led the start of the 125cc Intermediate class at Starwest SX.

out both motos while Olsen held a similar margin over Honda-mounted Roby Leach.

The 125cc Intermediates were combined with the 250cc Pros, and it was Honda rider Ryan Terlecki, a newly crowned National Amateur Champion, who picked up the class win in moto one ahead of Fuller, John Williams, Gary Terlecki and Brad Brunkal, all riding Hondas.

Moto two saw Olsen leading Ulven, but only for the first lap. After that, Ulven sailed off in search of the checkered flag. Ulven posted a 1-1 sweep of the Pro class while Olsen and Leach followed. Fuller, riding a Yamaha, took the Intermediate moto win, good for the overall in that class; Ryan Terlecki overtook Williams to settle into second, which was good for second overall. Williams' 3-3 consistency netted him third.

Results

50 STK: 1. Kevin Dixon (Hj); 2. Adam Woods (Kaw); 3. Jordan Kauffman (Hj); 4. Randi Holbrook (Yam); 5. Lenny Hill (Yam).
 50 MOD: 1. Ryan Barnes (Yam); 2. Cory Bryant (Yam); 3. Randi Holbrook (Yam); 4. Jessica Luoto (Yam).
 60 (9-11): 1. Greg Blackwell (Kaw); 2. Tyler Fick (Kaw); 3. Derek Walkoski (Kaw); 4. Adam Woods (Kaw).
 60 (6-8): 1. Randy Pekarek (Kaw); 2. Cory Bryant (Hon); 3. Brent Line (Kaw); 4. Clayton Kayser (Kaw); 5. Jared Werline (Kaw).
 80 BEG: 1. Levi Kasper (Kaw); 2. Curtis Luoto (Yam); 3. Jared Logan (Hon); 4. Kris Dixon (Hon); 5. Sean Connaghan (Kaw).
 80 JR: 1. Matt Williams (Yam); 2. Ryan Anderson (Kaw); 3. Dusty Hill (Kaw); 4. Greg Blackwell (Kaw); 5. Brian McMorris (Kaw).
 80 INT: 1. Eric Williams (Kaw); 2. Dusty Lenaburg (Suz).
 OPEN MINI: 1. Eric Williams (Kaw); 2. Dusty Lenaburg (Suz); 3. John Meusling (Yam); 4. Dusty Hill (Kaw); 5. Jared Logan (Hon).
 125 BEG: 1. Rod Blanton (Suz); 2. Nick Abbott (Yam); 3. Glenn Prestholt (Suz); 4. David Dunn (Kaw); 5. Emily Norton (Yam).
 125 JR: 1. Sean Richardson (Hon); 2. Troy McKipe (Yam); 3. Ross Quick (Kaw); 4. Butch Isaacson (Hon); 5. David Sibley (Suz).
 125 INT: 1. Cory Fuller (Yam); 2. Ryan Terlecki (Hon); 3. John Williams (Hon); 4. Gary Terlecki (Hon); 5. Brad Brunkal (Hon).
 125 PRO: 1. Danny Ulven (Kaw); 2. Ryan Hagemann (Kaw); 3. Vy-Lam Nguyen (Hon).
 250 BEG: 1. Dan Kauffman (Hon); 2. Rodney Tyron (Yam); 3. Ernie Gage (Kaw); 4. Mike Johnson (Suz); 5. Brian Vaughn (Hon).
 250 JR: 1. Jason Parks (Hon); 2. Randy Schmidt (Kaw); 3. Carl Chadwick (Yam); 4. Rick Walling (Yam); 5. Shane Scarborough (Hon).
 250 INT: 1. Ryan Leach (Suz); 2. Cory Fuller (Yam); 3. John Williams (Hon); 4. Corey Tennant (Hon); 5. Eric Rogers (Kaw).
 250 PRO: 1. Danny Ulven (Kaw); 2. Kenny Olsen (Suz); 3. Roby Leach (Hon).
 OPEN JR: 1. Marlow Mourer (Hon); 2. Jason Smith (KTM).
 BTH: 1. Ryan Leach (Suz); 2. Kirk Ridgley (Kaw); 3. Sean Richardson (Hon); 4. Don Kauffman (Hon); 5. Jason Parks (Hon).
 UTH: 1. Terry Davis (Suz); 2. Rick Walling (Yam); 3. Rich Lund (Yam); 4. Butch Isaacson (Hon); 5. Bret McCord (KTM).
 WMN: 1. Susan Smith (Kaw); 2. Traci Fleming (Yam); 3. Deanna Holbrook (Hon); 4. Debi Kirk (Kaw); 5. Cindy Berties (Suz).
 50+: 1. Gary Bonds (Hus); 2. Jeff Younce (Kaw); 3. Randy Layne (KTM); 4. Gene Chittim (Hon); 5. Dan Kirk (Hon).
 OTH INT: 1. Gary Rost (Hon); 2. Susan Smith (Kaw); 3. Mark Kristoff (KTM).
 OTH JR: 1. Dan Kauffman (Hon); 2. Glynn Higgins (KTM); 3. Walter Call (Yam).
 OTH MNY: 1. Joe Casey (Yam); 2. Jim Lamkin (Hon).
 OT EX: 1. Walter Smith (Kaw).
 OT MNY: 1. Jim Lamkin (Hon); 2. Jim Harris (Kaw); 3. Rob Leach (Hon).
 OT JR: 1. Paul Delos-Reyes (Hon); 2. Randy Layne (KTM); 3. Cliff Kobernik (Suz).
 OT INT: 1. Walt Call (Yam); 2. Jeff Younce (Kaw); 3. J.R. Meusling (Yam).

Whitley stomps Pros at Swan Motocross

By Kat Spann

TYLER, TX, OCT. 24

Tuf Racing/Sinisalo/Smith/FMF/AXO/Renthal/CTI/Apopka-sponsored Billy Whitley spanked both the 125 and 250cc Pro classes by racing to a four-moto sweep at the 10th annual NMA Fall National in east Texas. Brad Woolsey

held his own by taking second overall in both classes with four second-place finishes.

Freddie Mitchell controlled both the Stock and modified 125cc classes with wins in all four motos. Jason Eckhoff and Michael Gage traded second-place finishes in the Stock class with Eckhoff taking second place via a 2-4 score over Gages 8-2. Gage, Eckhoff and Mike Boliver challenged one another in the Modified division with Boliver finishing second after 3-2 moto finishes. Gage was third with a 2-3 performance. Scotty Rice came in fourth, and Eckhoff rounded out the top five.

Chris Warwick holeshot the first moto of the Pee Wee Modified event and led until L.G. Tretter passed Warwick in the last section of the track just before the end of the first lap. Jonathan Kerr chased Tretter and Warwick on lap two, but Tretter held on for the win.

Warwick again grabbed the holeshot in moto two. Tretter was able to pass Warwick briefly in the whoops, but his charge was short-lived as Warwick re-established his lead when the riders emerged from the woods. Shawn Cook followed Warwick with Kerr and Brandon Thompson giving chase. Tretter had difficulties and would finish sixth. Warwick claimed both the moto and the overall win followed by Cook, whose 4-2 finishes netted second overall. Kerr was third overall with consistent 3-3 finishes, while Tretter's 1-6 was good for fourth. Brandon Thompson rounded out the top five with his 6-4 moto score.

Results

P/W STK (0-8): 1. Jonathan Kerr (Yam); 2. Shawn Cook (Yam); 3. Brandon Thompson (Yam); 4. Brandon Thompson (Yam); 5. L.G. Tretter (Yam).
 P/W MOD (0-8): 1. Chris Warwick (Yam); 2. Shawn Cook (Yam); 3. Jonathan Kerr (Yam); 4. L.G. Tretter (Yam); 5. Brandon Thompson (Yam).
 60 STK (6-8): 1. Jeffrey Antwine (Suz); 2. Danny Waldrop Jr. (Kaw); 3. Chris Warwick (Kaw); 4. Jamie Struhall (Kaw); 5. Clay Northern (Kaw).
 60 MOD (6-11): 1. Chase Reed (Kaw); 2. Chad Cook (Kaw); 3. John George Jr. (Kaw); 4. Blake Thompson (Kaw); 5. Bradley Barham (Kaw).
 60 STK (9-11): 1. John George Jr. (Kaw); 2. Chad Cook (Kaw); 3. Zack Williams (Kaw); 4. Blake Thompson (Kaw); 5. Eric Hodge (Kaw).
 80 STK BEG: 1. Blake Fannin (Kaw); 2. Tracy Cherven (Suz); 3. Zach Christen; 4. Adam Coco (Suz); 5. Josh Middleton (Yam).
 80 STK (0-11): 1. Beau Boynton (Suz); 2. Barry Otts (Suz); 3. Derek Gerdes (Kaw); 4. Chase Reed (Kaw); 5. Kyle Williams (Kaw).
 80 MOD (0-11): 1. Beau Boynton (Suz); 2. Kyle Williams (Kaw); 3. Chad Cook (Suz); 4. Barry Otts (Suz); 5. Derek Gerdes (Kaw).
 80 STK (12-13): 1. Travis Elliott (Kaw); 2. Ryan Wallace (Kaw); 3. Ryan Williams (Kaw); 4. Douglas McCumsey (Kaw); 5. Brandon Nichols (Kaw).
 80 MOD (12-13): 1. Damon Francois (Kaw); 2. Blair Lively (Yam); 3. Ryan Williams (Kaw); 4. Travis Elliott (Kaw); 5. B.J. Springfield (Yam).
 80 STK (14-16): 1. Caleb Leath (Kaw); 2. Allen Davis (Kaw); 3. Nathan Lane (Yam).
 80 MOD (14-16): 1. Caleb Leath (Kaw); 2. Allen Davis (Kaw); 3. Nathan Lane (Yam).
 S/MINI MOD: 1. Caleb Leath (Kaw); 2. Damon Francois (Kaw); 3. Beau Boynton (Suz); 4. Allen Davis (Kaw); 5. Blair Lively (Yam).
 125 SCHBY: 1. Jason Eckhoff (Kaw); 2. Kevin Gravett (Kaw); 3. Chris Torrance (Suz); 4. Jeff Smith (Suz); 5. Carter Schneider (Hon).
 125 STK BEG: 1. Jeff Griggs (Kaw); 2. John Sheffield (Kaw); 3. Ron Daniel (Suz); 4. Donny Murphree (Kaw); 5. Shawn Knapp (Suz).
 125 MOD BEG: 1. John Sheffield (Kaw); 2. Jeff Griggs (Kaw); 3. Bobby Griggs (Kaw); 4. Brent Fannin (Kaw); 5. Ross Perkins (Yam).
 125 STK NOV: 1. Jay Grimm (Suz); 2. Brad Cannon (Kaw); 3. Ben Gary (Kaw); 4. Joey Furr (Hon); 5. Todd McClain (Yam).
 125 MOD NOV: 1. Jason Hyde (Suz); 2. Chris Torrance (Suz); 3. Jay Grimm (Suz); 4. Ben Gary (Kaw); 5. Tony Davis (Suz).
 125 STK INT: 1. Freddie Mitchell (Suz); 2. Jason Eckhoff (Kaw); 3. Kevin Gravett (Kaw); 4. Brian Oestrick (Hon); 5. Scotty Rice (Kaw).
 125 PRO: 1. Billy Whitley (Hon); 2. Brad Woolsey (Kaw); 3. Jason Jones (Hon); 4. Chris Daubitz (Kaw); 5. Chris Craft (Yam).
 250 STK BEG: 1. Rich Northern (Kaw); 2. Rob Hancock; 3. Jerry Swearingen (Kaw); 4. Chad Roder (Hon).
 250 MOD BEG: 1. Bane Bonner (Kaw); 2. Gary Phillips (Yam);

3. Bobby Griggs (Kaw); 4. Steve Williamson (Hon); 5. Glen Addington (Kaw).
 250 STK NOV: 1. Jason Hyde (Suz); 2. Justin Ledbetter (Yam); 3. Brad Smith (Kaw); 4. Geoff Jackson (Hon); 5. Brian Dominique (Hon).
 250 MOD NOV: 1. Justin Ledbetter (Yam); 2. Todd Kyser (Kaw); 3. Boot Phylliss; 4. Geoff Jackson (Hon); 5. Jeremy Ross (Suz).
 250 STK INT: 1. Mike Boliver (Kaw); 2. Hoot Parker (Kaw); 3. Justin Puzs (Kaw); 4. Larry Cain (Kaw); 5. Chris Pritchett (Kaw).
 250 MOD INT: 1. Sprint Haynes (Kaw); 2. Justin Stevens (Hon); 3. Larry Cain (Kaw); 4. Kristy Shealy (Kaw); 5. Justin Puzs (Kaw).
 250 PRO: 1. Billy Whitley (Hon); 2. Brad Woolsey (Kaw); 3. Chris Craft (Yam); 4. Chad Plumlee (Hon); 5. Perry Reeder (Kaw).
 500 OPEN: 1. Rob Riner; 2. Lorenz Wilkinson; 3. Randy Stubblefield; 4. James Stubblefield; 5. Terry Dike.
 0-25 OPEN: 1. Hoot Parker (Kaw); 2. Bubba Robinson (Kaw); 3. Brian Domingue (Hon); 4. Mark Henry; 5. Michael Johnson.
 0-25 OPEN MSTR: 1. Jeff Baker.
 0-30 OPEN: 1. Cary Watson (Yam); 2. Ed Hays (Kaw); 3. Terry Dike (Kaw); 4. James Taylor (Yam); 5. Mark Henry (Hon).
 0-30 OPEN MSTR: 1. Dave Alsobrook; 2. Mark Lowry; 3. Alan Sloan; 4. Westley Perkins (Yam).

Orgill overpowers 'em at Starwest Motocross

By David Procida

MORENO VALLEY, CA, OCT. 24

Blake Orgill wrote his own ticket to the winner's circle as he was the only California Racing Club Vet Novice even attempting to jump the "Twin Peaks" double jump during the second round of the Sponsorship Series at Starwest Supercross Park.

With over 15 nervous Vet Novices sitting on the line when the gate dropped, it was a free-for-all as they approached the first turn. Ron Northup wound up in the point position with Alex Spinelli, Orgill and the pack in close quarters. It was mid-moto when Orgill first attempted the "Twin Peaks" jump casing it hard as he landed, but still staying up. Northup wasn't aware that Orgill was so close, but he wasn't backing off the pace he had maintained from the start. Orgill continued to jump the "Twin Peaks" double, and it began to pay off as he closed to Northup's rear fender with two laps remaining. On the next lap, Orgill went wide into the berm preceding the double, powered out and up the face of the first jump and launched himself over Northup for the lead. A surprised Northup pursued Orgill, but he wound up being passed by a hard-charging Jones. Northup finished in the runner-up position, following Orgill across the line.

Moto two saw yet another Northup holeshot with Alan Sahar and Ross Hoecker in tow before the race was black-flagged. On the restart, Steve Schrobsdorf rounded the first turn ahead of everyone. Spinelli, Davis and Orgill followed. Schrobsdorf opened up a sizeable lead while the battle for second between Davis and Northup was interrupted when Orgill doubled the "Twin Peaks" to pass both of them and move into second place. Orgill picked up the pace and began to reel in Schrobsdorf, who took the white flag in the lead. Orgill attempted to pass Schrobsdorf over the double, but the two collided and Schrobsdorf was able to hold on for the moto win. Orgill recovered to finish second, and his 1-2 moto scores gave him the overall victory. Schrobsdorf played the bridesmaid with his 2-5 moto finishes while Northup's pair of thirds was good for third overall.

Gary Yeasley chalked up a win following a first-moto second-place finish to take the overall in the Vet Beginner class. Yeasley swapped moto wins with Ed Trimp. Carding a pair of thirds was Martyn Atkins aboard a KTM. Rounding out the top five were Remy Pamintuan and Jon Hall.

In the Senior Expert class, Gary Doggett took a double-moto win over CRC regulars. Chris Slick held off Ken Reneaux for third while Bob Dunham and Mike Jervey swapped moto finishes, with Dunham edging out Jervey for fourth place.

Results

50: 1. Ricky West (Yam); 2. Kyle Barden; 3. Brad Howe (Yam); 4. Blake Mitchell (Kaw); 5. Joshua Grant (Yam).
 50 B-1: 1. Vincent Rhoads (Yam); 2. Eric Hunter (Yam); 3. Andrew Nason (Yam); 4. Travis Barden.
 50 B-2: 1. Ricky Hemme (Yam); 2. Richard Eubanks (Yam); 3. Travis Parsley (Yam); 4. Terminator Garcia (Yam); 5. Travis Wilson (Yam).
 50 MOD: 1. Matthew Clark (Yam).
 60 (0-8): 1. Scott Howe (Kaw); 2. Daryl Ecklund (Kaw); 3. Shane Smith (Kaw); 4. Ryan Couse (Kaw); 5. Blake Mitchell (Kaw).
 60 (9-11): 1. Austin Jones (Kaw); 2. Kevin Roberts (Kaw); 3. Gerald Patin (Kaw).
 80 (0-11): 1. Daryl Ecklund (Suz); 2. J.R. Terry (Suz); 3. Shane Smith (Suz).
 80 BEG: 1. Shane Bess (Suz); 2. Jay Schreffler (Yam); 3. Oshua Coffey (Kaw); 4. Joe Mendoza (Kaw); 5. Daryl Craig (Yam).
 80 NOV: 1. Tyson Taylor (Yam); 2. Andrew Labrador (Suz); 3. Jason Webb (Suz); 4. Jason Dubin (Suz); 5. Greg Andrew (Yam).
 80 INT: 1. Bryan McGavaran (Yam); 2. Chris Neitzel (Kaw).
 125 BEG: 1. Danny Montoya (Suz); 2. Brian Ferrell (Suz); 3. Dennis Woodard (Suz); 4. Dustin Courtney (Hon); 5. Neil Alonzo (Suz).
 125 NOV: 1. Terrance Malan (Suz); 2. Shawn O'Brien (Suz); 3. Chris Blanton (Suz); 4. Eddie Legliu (Kaw); 5. Ken Reed (Kaw).
 125 INT: 1. Jeff Willoh (Kaw); 2. Raymond Bowers (Hon); 3. Loren Jenkins (Hon); 4. Turtle Worick (Hon); 5. Joseph Fernandez.
 125 PRO: 1. Jimmy Lavoi (Kaw); 2. Lex Malan (Suz); 3. Dustin Evans (Suz).
 250 BEG: 1. Brett Fox (Hon); 2. Jeff McMillen (Yam); 3. David Harry (Hon); 4. Robert Vycius (Kaw); 5. Canvon Craun (Kaw).
 250 NOV: 1. David Martinez (Kaw); 2. Cory Sierro (Kaw); 3. Bobby Hall (Suz); 4. Shawn O'Brien (Suz); 5. John Turner (Kaw).
 250 INT: 1. Tracy Asher (Suz); 2. Erik Lindstrom (Hon); 3. Robbie Dunham (Yam); 4. Chris Nelson (Kaw).

250 PRO: 1. Jimmy Lavorci (Kaw); 2. Damon Kemp (Kaw); 3. Ken Neitzel (Kaw); 4. Roy Bremenour (Yam).
 500 NOV: 1. John Turner (Kaw).
 500 INT: 1. Joseph Fernandez (Kaw).
 JR VET NOV: 1. David Barlow (Kaw); 2. Scott Hack (Yam); 3. Mike Licitra (Kaw); 4. Joey Ozarek (Suz); 5. Kim Ukauks (Hon).
 JR VET INT: 1. Scott Murphy (Hus).
 JR VET EXP: 1. Jon Zahrt (Yam); 2. Jeff Barbacovi (Yam).
 VET BEG: 1. Gary Yearsley; 2. Ed Trimp; 3. Marlyn Atkins (KTM); 4. Remy Pamintuan (Suz); 5. Jon Hall (Suz).
 VET NOV: 1. Blake Orgill (Kaw); 2. Steve Schrobsdorf (Yam); 3. Ron Northup (Suz); 4. Scott Davis (Kaw); 5. Dan Saha (Yam).
 VET INT: 1. Larry Baker (Yam); 2. Leo Saul (Suz).
 VET EX: 1. Jon Zahrt (Yam).
 40+ EX: 1. Gary Doggett (Hon); 2. Chris Slick (Hon); 3. Ken Reneaux (Yam); 4. Bob Dunham (Kaw); 5. Mike Jervey (Yam).
 OT NOV: 1. John Craft (Kaw); 2. Frank Derby (Yam); 3. Neal Clark (Hon); 4. Larry Kirsch (Hon); 5. Tommy Thompson (Hon).
 OT AM: 1. Vern Buwalda (Yam); 2. Hank Ower (Hon); 3. Bob Sherred (Yam); 4. Barry Simon (Hon); 5. Jack Sabine (Hon).
 OT EX: 1. Mike Jervey (Yam); 2. Mike Chesbro (Hon); 3. Doug Rodrigues (Kaw); 4. Keith Phillips (Kaw); 5. David Procida (Kaw).
 OT MSTR: 1. Jim Graham (Kaw); 2. Gary Doggett (Hon); 3. Chris Schlickemeyer; 4. Gary Willison (Kaw).

Aragon tops Starwest MX

By David Procida

MORENO VALLEY, CA, OCT. 30

Johnny Aragon put his Kawasaki into the winner's circle by topping the 125cc Beginner class at Starwest Supercross Park.

When the gate dropped to start the first moto, Wooderest Cycle's Neil Alonzo led the field through turn one. R.C. Colton was right behind the Suzuki pilot and put an early pass on Alonzo as the pair raced down the back straightway. Jason Tarrant had gated in third and was holding off the charges of Aragon until the pair came over the finish-line tabletop jump. That was when Aragon laughed off the steep ramp and sailed past a startled Tarrant. Once clear of Tarrant, Aragon began to zero in on Alonzo. Up front, Colton took a wild ride through the rockers, almost going down but managing to hold on. This allowed the pack to close in, and with first through fifth all bunched up, Colton took the white flag. First Tarrant slipped back by Aragon and then Aragon re-passed the KX rider. Colton managed to pull out to a couple of bike lengths on Alonzo before taking the checkered flag.

Aragon crossed the line in third. Tarrant was a short distance behind, finishing in fourth with Richard Kingham rounding out the top five.

Aragon was the first to leave and powered his way into the lead at the start of moto two. Alonzo got a good start and was running in second. Colton was running in third before displacing Alonzo in the back section of the course while Kingham was once again looking for a line around Tarrant. In mid-moto, Colton lost the front end on his Kawasaki and went down in the first turn. This caused a traffic jam that allowed Aragon to stretch his lead. Alonzo was the first to get back underway and was running a distant second to Aragon but quickly closed on Aragon and became a serious threat for the lead. Alonzo was on Aragon's fender, but Aragon was able to maintain his charge to the checkered flag and held off Alonzo by less than a bike length for the win.

Also putting on a good show for the crowd was Pryor Campbell. The 30+ Novice rider chased 30+ Intermediate rider Tony Feldhaus in the third moto, finishing a fair distance ahead of runner-up Jim Stentz.

In moto two, Stentz was all over Campbell until the third lap when the motor on his CR500 self-destructed. After that, Campbell had clear sailing to the checkered flag.

Results

50: 1. Daniel Taft (Yam); 2. J.R. Williams (Yam); 3. Garrett Pewsey (Suz); 4. James Baker (Yam).
 60 (6-8): 1. Dalton Beavers (Kaw); 2. Joe Anderson (Kaw); 3. Daniel Taft (Kaw); 4. Nicholas Wells (Kaw); 5. James Ekker (Kaw).
 60 (9-11): 1. Brian Hulsey (Kaw); 2. Chris Rogers (Kaw); 3. Nick Alvarez (Kaw); 4. Bryan Nelson (Kaw); 5. Steve Gonzalez (Kaw).
 80 (0-11): 1. Chris Rogers (Suz); 2. J.R. Terry (Suz); 3. David Sullins (Yam); 4. Bryan Jaramillo (Kaw).
 80 (12-13): 1. Tyson Taylor (Yam); 2. Chris Honnold (Kaw).
 80 (14-16): 1. Toby Lopez (Suz).
 80 BEG (14-16): 1. Chris Liwellyn (Suz); 2. Tim Rasmussen (Kaw); 3. Erik Rogers (Yam); 4. Daniel Anady (Suz); 5. Rod Hamby (Yam).
 125 BEG: 1. Johnny Aragon (Kaw); 2. Neil Alonzo (Suz); 3. R.C. Colton (Kaw); 4. Jason Tarrant (Kaw); 5. Richard Kingham (Kaw).
 125 NOV D-1: 1. Nephi Dummur (Suz); 2. Lloyd Lester (Hon); 3. Eddie Finnels (Suz); 4. Jason Sobiesiak (Kaw).
 125 NOV D-2: 1. Eric Elson (Hon); 2. Lloyd Lester (Hon); 3. Shawn Freland (Kaw); 4. Bryan Brooks (Kaw).
 125 INT D-1: 1. Dean Van Ripper (Kaw); 2. David Hughes (Kaw).
 125 INT D-2: 1. David Hughes (Kaw); 2. Ty Kady (Suz); 3. Ray Bowers (Hon).
 250 BEG: 1. Rich Richter (Kaw); 2. Chris Scherer (Hon); 3. Tony Rodriguez (Hon).
 250 NOV: 1. Sean Neary (Suz); 2. Christopher Barriere (Kaw); 3. Rick Sherman (Hon).
 250 INT: 1. Christopher Nelson (Kaw).
 250 PRO: 1. John Serelka (Kaw).
 25+ BEG: 1. Valerie Monroe (Yam); 2. Warren Stimpson (Kaw); 3. Nic LaBella (Suz).
 25+ NOV: 1. Paul Herman (Suz); 2. Rodney Landry (Hon).
 30+ BEG: 1. T.C. Brinegar (Hon); 2. Ferran Piper (Kaw); 3. Karl Scanlan (Yam); 4. Allan Brown (Hus); 5. Joe Lorenz (Suz).
 30+ NOV: 1. Pryor Campbell (Suz); 2. Tim Hunziker (Kaw); 3. Jeff Gianni (Suz); 4. Mike Dunlap (Kaw); 5. Terry Macrae (Suz).
 30+ INT: 1. Tony Feldhaus (Hon); 2. Bruce Deacon (Suz).
 40+ NOV: 1. Pat Ireland (Yam).

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27 Eastern Creek, Australia
4/10 Shah Alam, Malaysia
4/24 Suzuka City, Japan
5/8 Jerez, Spain
5/22 Salzburg, Austria
6/12 Hockenheim, Germany
6/25 Assen, Holland
7/10 Mugello, Italy
7/17 Magny-Cours, France
7/24 Donington, England
8/21 Brno, Czechoslovakia
9/11 Monterey, California
9/25 Buenos Aires, Argentina
10/2 Rio de Janeiro, Brazil
10/16 Catalunya, Spain

World C'ship Superbike Road Race Series

5/1/94 Donington Park, England
5/8 Monza, Italy
5/22 Albacete, Spain
5/29 Estoril, Portugal
6/12 Misano, San Marino
6/19 Hockenheim, Germany
7/17 Osterrehring, Austria
8/7 Anderstorp, Sweden
8/21 Johor, Malaysia
8/28 Sugo, Japan
9/11 Assen, Holland
9/18 Spa-Francorchamps, Belgium
10/16 Mexico City, Mexico
10/23 Buenos Aires, Argentina

World C'ship 125cc MX Series

4/10 Chaulieu, France
4/24 Guaraja, Brazil
5/1 Cosquin, Argentina
5/15 Bellpuig, Spain
6/5 Hagabane, Sweden
6/19 Kaposvar, Hungary
7/3 Marjumb, Australia
7/17 Borgo Mag, San Marino
7/31 Goldbach, Germany
8/7 Foxhill, England
8/28 Borgloon, Belgium

World C'ship 250cc MX Series

3/20 Jerez, Spain
3/27 Valkenswaard, Holland
5/1 Schwanenstadt, Austria
5/8 Ernee, France
5/15 Gdynia, Poland
6/12 Lommel, Belgium
6/19 Foxhill, England
6/26 Holice, Czechoslovakia
7/10 Uddevalla, Sweden
7/17 Heinola, Finland
7/31 Budds Creek, United States
8/7 Maracay, Venezuela
8/21 Suzuka City, Japan
9/4 Gaildorf, Germany

World C'ship 500cc MX Series

4/10 Payerne, Switzerland
4/24 Sittendorf, Austria
5/8 Hawkstone Park, England
5/15 Killybeg, Ireland
6/5 Sverepce, Finland
6/19 Mill, Holland
6/26 Blangies, France
7/3 Agueda, Portugal
7/17 Fokendange, Luxembourg
8/7 Namur, Belgium
8/21 Holzgeringen, Germany

Motocross des Nations

9/11 Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series

3/12/94 Daytona, FL
4/23 Sacramento, CA
5/1 San Jose, CA
5/7 *Bakersfield, CA
5/14 Pomona, CA
5/29 DuQuoin, IL
6/4 Mineralwells, WV
6/18 Dallas, TX
6/25 Lima, OH
7/2 *Harrisburg, PA
7/9 Lake Odessa, MI
7/16 Hagerstown, MD
7/23 *Sedalia, MO
7/30 Oklahoma City, OK
8/7 Peoria, IL
8/10 Rapid City, SD
8/13 Denver, CO
8/20 Indianapolis, IN
8/27 Mineralwells, WV
9/4 Springfield, IL
9/10 Castle Rock, WA
9/17 Sacramento, CA
9/25 San Jose, CA
10/1 *Bakersfield, CA
10/8 Pomona, CA

10/16
*Tentative
Info 614/891-2425

AMA Camel Supercross Series

1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, FL
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
5/7 Seattle, WA
6/4 San Jose, CA
6/11 Las Vegas, NV

AMA 125/250cc Nat'l C'ship MX Series

3/6 Gainesville, FL
5/22 Southwick, MA
5/29 Mt. Morris, PA
6/19 Sacramento, CA
7/3 Buchanan, MI
7/10 Budds Creek, MD
7/17 New Berlin, NY
7/31 Troy, OH
8/7 Millville, MN
8/14 Washougal, WA
8/28 Binghamton, NY
9/4 Delmont, PA

AMA Nat'l C'ship Road Race Series

3/8-13/94 Daytona Beach, FL
3/25-27 Phoenix, AZ
4/8-10 Pomona, CA
4/22-24 Braselton, GA
5/20-22 Monterey, CA
6/10-12 Elkhart Lake, WI
6/17-19 Loudon, NH
6/15-17 Lexington, OH
6/29-31 Brainerd, MN
8/19-21 Sonoma, CA

AMA Wiseco/Yamaha/Dunlop Nat'l Cross Country Series

11/14 Greenville, TN
Info 304/594-1157

AMA Suzuki Dual Sport Trail Ride Series

11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA/CCS C'ship Cup Series

12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Mid-South C'ship Winter Hare Scrambles Series

11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordsville, KY

ECEA C'ship Enduro Series

11/14 Warren Grove, NJ
Info 609/657-6338

NETRA C'ship Enduro Series

11/21 W. Warren, MA

NETRA C'ship Turkey Run Series

11/28 Plympton, MA
Info 203/875-5757

NESC C'ship Motocross Series

3/27/94 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/29 Lewiston, ME

*Del Mar, CA

5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
6/26 Southwick, MA
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0885

NMRA Drag Racing Series

11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

11/12-14 Gainesville, FL
Info 609/768-4624

SERA Hare Scramble Series

TBA Couchata, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series

1/16/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series

11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series

1/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pellon, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series

11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series

10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

Grans Prix de Baja Series

11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

12/4 Sonoyta, MEX
Info 602/252-1900

Race in a HEATED,
DRY arena this winter

INTERSTATE

Cycles

Carolina Indoor Winter Series

93-94

Nov. 26, 27 & 28 WNC Ag Center
ASHEVILLE, NC
Dec. 10 & 11 Clemson University
CLEMSON, SC
Jan. 21 & 22 WNC Ag Center
Feb. 11, 12 & 13 Clemson University

\$20,000
Cash Purse

SERIES
AWARDS

BIKES
— & —
ATVs

Victory Sports
Racing

GEAR
RACEWEAR

SCOTT

MOTUL OURY

GATORZ

DUNLOP

pro-action

Tulare Cycle Park
Tulare, CA Event Calendar

Nov. 13 Open MX Practice
Nov. 14 MX C.V. C'ship Series #2
Dec. 4 Open M.X. Practice
Dec. 5 MX C.V. C'ship Series #4
Dec. 12 T.T. Dirt Track
(Modern & Vintage)
Dec. 18 Open M.X. Practice

M.X. Prac. 9 a.m. to 2 p.m. INFO: (209) 685-0503

STARWEST
SUPER-CROSS PARK

Lake Perris
Fairgrounds
Moreno Valley
California

Saturday, November 13
Turkey Bowl Night MX (No Lic. Req'd)

Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Gates Open Sun. 6:30 a.m., Prac. 8:00 a.m., Race at 9:30 a.m.
Open Practice:
Every Tues. 9 a.m.-2 p.m., 4 p.m.-10 p.m.
Every Sat. 9 a.m. - 1 p.m. New Pee Wee Track Available
Info Call: 714-855-2707

RACE
GLEN HELEN

If It's A Race, We're The Place!

Old Timers MX Association
Race Schedule

Sun., Nov. 14 LACRW. G.P. CRC
Sun., Nov. 21 Edwards MX CRC
Sun., Nov. 28 LACRW MX CRC

For Information Call (714) 633-9503

GLEN HELEN

Sat., Nov. 13 Sand Drags
Sat., Nov. 20 Open Practice - FMF Day
Sun., Nov. 21 SRA GP
Sun., Nov. 28 GHR Championship MX Series #3
Sun., Dec 5 Double Cross GP

No MX Practice Nov. 13 & 14

Track Watered and Prepped

Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm

Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Except Sand Drag or MTEG Weekends

Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
Except Sand Drag or MTEG Weekends

INFO: (909) 880-1733

SRA GP California
Schedule

Members November 21
Glen Helen

Non Members

Info (714) 957-2985

KTM Oakland
Sport Center

PARTS IN STOCK

4232 Dixie Hwy. Waterford, MI 48329
(313) 673-3366 (313) 673-8144 FAX
UPS Daily

RANDY HAWKINS

Wins Fifth National Enduro Championship

FRED ANDREWS

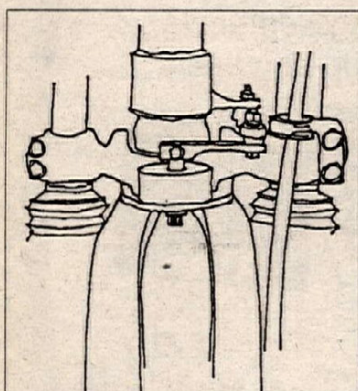
Wins Grand National Championship

STEVE HATCH

Second Place National Enduro Series

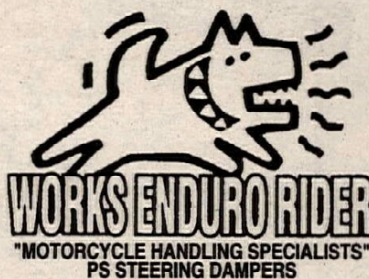
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National Motorsport Association

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CALENDAR

ATA C'ship Observed Trials Series

11/28 Lucerne Valley, CA
 Info 213/259-6631

Southeastern Trials Riders Assn. Series

11/13-14 Belvedere, TN
 Info 615/842-8288

CMRRA YSR Road Race Series

11/14 Palomar, CA
 12/11-12 Perris, CA
 Info 909/674-2007

CMRRA 50cc-125cc C'ship Road Race Series

2/6/94 Lake Perris, CA
 3/6 Palomar, CA
 4/3 Lake Perris, CA
 5/14-15 Phoenix, AZ
 6/5 Palomar, CA
 7/2-3 Lake Perris, CA
 7/31 Lake Perris, CA
 8/TBA Reno, NV
 9/18 Lake Perris, CA
 10/8-9 Lake Perris, CA
 11/6 Palomar, CA
 12/3-4 Lake Perris, CA
 Info 909/674-2007

WRA Road Race Series

11/20-21 Las Vegas, NV
 Info 209/723-9454

GFI Racing North Winter Motocross Series

1/2/94 Brentwood, CA
 1/9 Hollister, CA
 1/16 Sacramento, CA
 1/23 TBA
 1/30 Brentwood, CA
 2/6 Oakdale, CA
 2/13 TBA
 2/20 Hollister, CA
 209/673-8080

WSMC Road Race Series

11/20-21 Rosamond, CA
 12/18-19 Rosamond, CA
 1/15-16/94 Rosamond, CA
 2/19-20 Rosamond, CA
 3/19-20 Rosamond, CA
 4/16-17 Rosamond, CA
 5/14-15 Rosamond, CA
 6/18-19 Rosamond, CA
 7/16-17 Rosamond, CA
 8/20-21 Rosamond, CA
 9/17-18 Rosamond, CA
 10/15-16 Rosamond, CA
 11/19-20 Rosamond, CA
 12/17-18 Rosamond, CA
 Info 805/256-1234

NOVEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

* Denotes Pro Payback

Fri, Nov 12

NORTH CAROLINA SHORT TRACK
 Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov. 12-13

INDIANA FLAT TRACK
 MotorSports of America, Roberts Municipal Stadium Arena, Evansville. Info: 800/544-8714.

Nov 12-14

FLORIDA DRAG RACING
 Prostar World Finals, Gainesville Raceway, Gainesville. Info: 809/768-4624.

MEXICO DUAL SPORT
 Team Dual Dogs/Baja Expeditions, Baja 1000 Dual Sport Ride, Start/Finish at Hacienda Santa Veronica, Tecate, B.C. Info: 818/701-1913.

Sat, Nov 13

ARIZONA MOTOCROSS
 CMC AZ, Western Honda Copper State Classic Round 6, Thrasherland, Phoenix. Info: 602/863-1028.
 ARKANSAS SHORT TRACK/TT
 • West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
 CALIFORNIA MOTOCROSS
 • GFI/DH Cycles Double Header, Oatfield MX Park, Turlock. Info: 209/524-1432 or 667-7109.
 CALIFORNIA MOTOCROSS
 Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
 CALIFORNIA SAND DRAGS
 Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
 CALIFORNIA ENDURO
 AMA/D-36/Training Wheels Enduro/CA Enduro Riders Assn. Tahoe Nat'l Forest, Foresthill. Info: 510/651-4908.
 FLORIDA MOTOCROSS
 MX Fall Series, Orlando MX Park, Orlando. Info: 407/568-2271.
 FLORIDA SHORT TRACK
 Bay County Speedway, Youngstown. Info: 904/784-4787.
 FLORIDA MOTOCROSS
 Dade County Raceway, Dade City. Info: 813/986-4950.
 IOWA SHORT TRACK
 Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
 OHIO MOTOCROSS
 AMA District 11, Dirt Country - Shannon King, Blanchester. Info: 513/791-8970.
 OREGON VINTAGE SCRAMBLES
 Vintage Dirt Racing Northwest, Washington MX track, Woodland. Info: 503/254-6520.

Nov 13-14

CALIFORNIA DUAL SPORT
 AMA/D-37, Mojave Adventures, Indio. Info: 619/251-2477.
 FLORIDA HARE SCRAMBLES
 FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
 OREGON MOTOCROSS
 Curry County Fairgrounds Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.

Sun, Nov 14

ALABAMA MOTOCROSS
 County Line Raceway, Vance. Info: 205/477-6848.
 ARIZONA MOTOCROSS
 • GFI AZ, Mountain View Raceway, Tucson. Info: 602/437-5411.
 CALIFORNIA GRAND PRIX
 CRC, Wild Turkey GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
 CALIFORNIA MOTOCROSS
 • DH Cycles Double Header, Pioneer Arena, Oakdale. Info: 209/524-1432.
 CALIFORNIA MOTOCROSS
 GFI, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
 CALIFORNIA HARE SCRAMBLE
 AMA/D-36 2+2 Racing Team, Shaads Resort, Wilseyville. Info: 510/828-0410.
 CALIFORNIA MINI ROAD RACE
 CMRRA, Amago Raceway, Palomar. Info: 909/674-2007.
 FLORIDA MOTOCROSS
 Reeves Promotions, County Line Raceway, Ocala. Info: 813/751-2116.
 GEORGIA MOTOCROSS
 GA State C'ship Series, Macon. Info: 912/788-8227.
 MARYLAND MOTOCROSS/HARE SCRAMBLES
 AMA/D-7 & 13, Budds Creek MX Park. Info: 301/475-2000.
 NEW JERSEY ENDURO
 ECEA C'ship Series, Warren Grove. Info: 609/657-6338.
 NEW JERSEY MOTOCROSS
 • Powerline Park, New Egypt. Info: 908/752-7305.
 NEW YORK SPEEDWAY
 C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
 NORTH CAROLINA MOTOCROSS
 • Fall Series, Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
 NORTH CAROLINA MOTOCROSS
 N.A.M.E. Rolling Hills Cycle Park, Reidsville. Info: 919/342-4492.
 NORTH CAROLINA MOTOCROSS
 D-29, East Bend Speedway, East Bend. Info: 919/699-3629.
 OHIO HARE SCRAMBLE
 AMA District 11, Athens M/C club. Athens. Info: 614/592-1692.
 OHIO HARE SCRAMBLE
 CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 216/538-2220.
 OHIO HARE SCRAMBLE
 Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
 OHIO SWAP MEET
 Veterans Memorial Building East Hall, Columbus. Info: 216/967-1152.

OKLAHOMA MOTOCROSS
 RBH, Inc. GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
 PENNSYLVANIA Hare Scrambles
 AMA/D-6 C'ship, Flying Dutchmen M/C, Pine Grove. Info: 717/345-6340 or 345-8734.
 SOUTH CAROLINA MOTOCROSS
 Low Country MX, Hardeeville. Info: 803/757-4226.
 SOUTH CAROLINA MOTOCROSS
 Chris Boyd, Low Country MX, Purrysburg Rd, Hardeeville. Info: 803/757-4226.
 TENNESSEE MOTOCROSS
 I-40 MX, Lenoir City. Info: 615/573-5425 or 615/986-1617.
 TENNESSEE MOTOCROSS
 • AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
 TENNESSEE HARE SCRAMBLE
 SE&TRA Volunteer Hare Scramble, Bulls Gap. Info: 615/623-6024.

Fri, Nov 19

NEVADA ARENACROSS
 • On Trac Events, Reno Livestock Event Center, Reno. Info: 702/267-4392.
 NORTH CAROLINA SHORT TRACK
 Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov 19-21

NEVADA ARENACROSS
 • On Trac Events, Reno Livestock Event Center, Reno. Info: 702/267-4392.
 ALABAMA MOTOCROSS
 County Line Raceway, Vance. Info: 205/477-6848.
 ARKANSAS SHORT TRACK/TT
 • West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
 CALIFORNIA MOTOCROSS
 Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
 CALIFORNIA SHORT TRACK
 SCFTA, Glen Helen Speedway, San Bernardino. Info: 714/956-0556.
 CALIFORNIA DRAGS
 • NMRA, Los Angeles County Raceway, Palmdale. Info: 805/944-5454.

Sat, Nov 20

ARKANSAS SHORT TRACK/TT
 • West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
 CALIFORNIA MOTOCROSS
 Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
 CALIFORNIA FLAT TRACK
 Southern California Flat Track, Glen Helen Raceway, San Bernardino. Info: 714/956-0556.
 FLORIDA MOTOCROSS
 Dade City Raceway, Dade City. Info: 813/986-4950.

Nov 20-21

ARIZONA MOTOCROSS
 Western Honda Copper State Classic, Canyon Raceway, Phoenix. Info: 602/863-1028.
 CALIFORNIA TRIAL
 AMA/PITS Vintage Beginner Trial, Mammoth Bar OHV Area, Auburn. Info: 209/293-4768.
 CALIFORNIA ROAD RACE
 • Willow Springs M/C Club, Willow Springs Raceway, Rosamond. Info: 805/256-1234.
 FLORIDA MOTOCROSS
 Dade City Raceway, Dade City. Info: 813/986-4950.
 IOWA SHORT TRACK
 Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
 NEVADA ROAD RACING
 WRA, Round 8, Las Vegas. Info: 209/723-9454.
 NEW YORK MOTOCROSS
 LISC, Bridgehampton MX Park, Bridgehampton. Info: 516/728-7727.
 OHIO MOTOCROSS
 AMA District 11, Dirt Country - Shannon King, Blanchester. Info: 513/791-8970.
 TEXAS MOTOCROSS
 Nite MX, Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, Nov 21

ALABAMA MOTOCROSS
 County Line Raceway, Vance. Info: 205/477-6848.
 CALIFORNIA GRAND PRIX
 SRA, Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
 CALIFORNIA DIRT TRACK
 WSDRA, 3/8-mile, high-banked track, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
 CALIFORNIA MOTOCROSS
 CRC, Edwards AFB. Info: 805/272-8889.
 CALIFORNIA MOTOCROSS
 Over the Hill Gang, Sunrise Cycle Park, Adelanto. Info: 909/789-7179.
 CALIFORNIA MINI MOTOCROSS
 CMMC, Barona Raceway, Ramona. Info: 619/561-9016.

CALIFORNIA MOTOCROSS
CMC, Riverfront Park, Marysville. Info: 916/695-2727.
CALIFORNIA OFF-ROAD
SDCSC/D-38 C'ship Series Race 13, El Centro. Info: 619/427-5759.
CALIFORNIA ENDURO
AMA/D-36/D-37 CCMA Leapin' Lizard Enduro. Ballinger Canyon, Cuyama Valley. Info: 805/434-3614 or 481-0054.
CALIFORNIA HARE SCRAMBLE
AMA/D-36/ Greg Scheid and Assoc. Santa Clara Co. Off-road Park, San Jose. Info: 408/972-8063.
CALIFORNIA MARATHON
• Abnormal Promotions, Masters of Motos Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA ENDURO
CCMA, "Leapin' Lizard Enduro" Dist. 36/37 Challenge, Ballinger Canyon, New Cuyama. Info: 805/434-3614.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #9 Hi-Point Series, Hollister Hills MX Park, Hollister. Info: 408/238-8208 or 637-2073.
CALIFORNIA GRAND PRIX
2 man-2 hour enduro-thon series, San Jose Speedway. Info: 408/224-4412 or 295-6906.
FLORIDA GRAND PRIX
Pro Sports USA, 1st Annual Gator Country GP, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA GRAND PRIX
ProSports U.S.A., Gator Country Grand Prix, Orlando MX Park, Orlando. Info: 407/568-2271.
GEORGIA HARE SCRAMBLE
S.E.T.R.A., Michael Grizzle, Dahlonega. Info: 706/864-5814.
INDIANA HARE SCRAMBLES
Haspin Acres Recreation Motor Park, Laurel. Info: 317/698-2420 or 513/874-8400.
KENTUCKY MOTOCROSS
Daniel Boone MX Park, London. Info: 606/877-1364.
MASSACHUSETTS ENDURO
NETRA C'ship Series, Quabog, W. Warren. Info: 203/875-5757.
MINNESOTA SWAP MEET
J & P Promtions, St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info: 319/462-6011.
NEW YORK SPEEDWAY
Championship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info: 704/584-0776.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO HARE SCRAMBLES
Mansfield Motorcycle Club, Cookton Grange Rd., Mansfield. Info: 419/524-1347.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
TENNESSEE MOTOCROSS
Ky/Tn MX Assn. T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Lorretta Lynn's. Info: 615/331-1475.

Fri, Nov 26

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov 26-27

CALIFORNIA DUAL SPORT
AMA Nat'l Trail Ride Series, D-37. L.A.-Barstow to Vegas. Colton 310/826-7656.

Sat, Nov 27

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #10 Hi-Point Series, Hollister Hills MX Park, Hollister. Info: 408/238-8202 or 637-2073.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
Prosports USA Fall Series, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
NEVADA HARE & HOUND
USA Promotions, Fallon to Lovelock Desert Challenge, Fallon. Info: 702/358-5905.

OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503-777-2929.

Sun, Nov 28

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA MOTOCROSS
GHR Championship MX Series. Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
CALIFORNIA MOTOCROSS
G.F.I. Sand Hills Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA GRAND PRIX
Glen Helen M/C. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA OBSERVED TRIAL
AMA/ATA/TTT Left Over Turkey Trial. Johnson Valley OHV Area, Lucerne Valley. Info: 213/259-6631.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info: 302/335-4386.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
INDIANA MOTOCROSS
Grand Prix. Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
KANSAS HARE SCRAMBLE
K.O.R.R. Championships Green Acres 2-man. Info: 316/636-5113.
MASSACHUSETTS TURKEY RUN
NETRA Chilly Chili, Plympton. Info: 203/875-5757.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
OHIO HARE SCRAMBLE
CRA Lightning Raceway, Uhrichville. Info: 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA MOTOCROSS
AMA/D-6 Flying Dutchmen M/C. Pine Grove. Info: 717/345-6340 or 8734 or 8918.
SOUTH CAROLINA MOTOCROSS
Chris Boyd Low Country MX. Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA MOTOCROSS
Chris Boyd, Low Country Mx. Purrysburg Rd, Hardeeville. Info: 803/757-4226.

STOP!

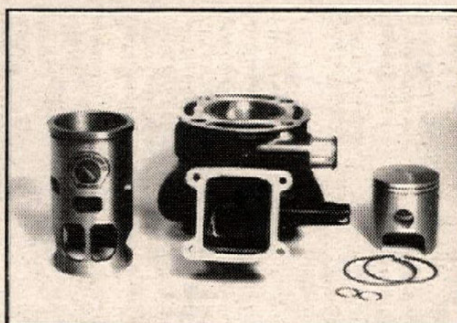
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Presents...

GHR CHAMPIONSHIP MOTOCROSS SERIES

No Membership Required Top 10 At Series Qualify For Finals! 100% Pro Payback

4 EVENT SERIES

Sept. 26 Qualifier #1

Oct. 24 Qualifier #2

Nov. 28 Qualifier #3

December 19

CHAMPIONSHIP FINAL

Over \$40,000 In Season Passes To Be Given Away At Dec. 19 Finals

Must Enter A Series Race To Qualify For Finals Pass Give Away

MSR

SCHEDULE

GATES OPEN AT 6:30 A.M.

Practice: 7:30 a.m. - 8:30 a.m.

Riders Meeting: 8:45 a.m.

RACING BEGINS 9:00 A.M.

- 6 Riders Make A Class
- Pee Wees Race On Separate Track

Race Day Entry\$25

Contact: Joel Smith

Overnight Camping Available

Gate Fee\$10 (909) 880-3090

Clean out your garage this weekend with a Cycle News Want Ad.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

Your name: _____

DON'T MISS THIS ONE!!



**Fallon to Lovelock
DESERT CHALLENGE**
November 27th, 1993

For More Information Call:
(Please no calls after 9 p.m.)
Tom or Michell Danson:
(702) 358-5905

Funded in part by the Nevada Commission on Tourism and the Fallon Convention and Tourism Authority.

California Race Schedule

100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Sun., Nov. 14	GP "Wild Turkey"	L.A.C.R.
Sun., Nov. 21	MX	Edwards AFB
Sun., Nov. 28	MX	L.A.C.R.
Sun., Dec. 5	MX	L.A.C.R.
Sun., Dec. 12	GP "Merry Christmas"	L.A.C.R.
Sun., Dec. 19	MX	L.A.C.R.

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

District 36/37 Challenge

Sunday, November 21, 1993

LEAPIN' LIZARD ENDURO

Ballinger Canyon, New Cuyama, CA

Info: (805) 434-3614
(805) 481-0054

Central Coast Motorcycle Association

County of Santa Clara, CA MOTORCYCLE PARK

- 600 acres containing over 20 miles of beginner to advanced trails.
- Watered and groomed motocross and ATV tracks.
- Novice/beginner motocross and oval tracks.
- Two combined motorcycle and ATV tracks.
- Paved parking and shaded picnic sites.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223

DOUBLE CROSS RACING

Nov. 14 G.P. Sunrise

Dec. 5 G.P. Glen Helen

INFO: (714) 371-6333

CASTAIC LAKE, CA Race Track

OPEN MOTO-X PRACTICE

TUESDAYS 1PM TO DUSK / SATURDAYS 8 AM TO 2 PM

\$12 PER RIDER, INCLUDES PARKING

SPECTATORS FREE • \$10 MEMBERSHIP REQ'D

INFO: Shane Tritler Promotions (805) 294-0020

GFI RACING (909) 371-3434

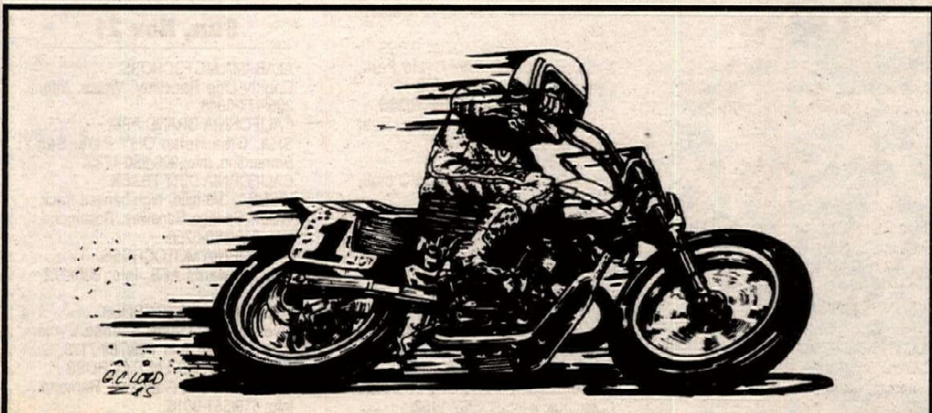
Sun., Nov. 14 1993 GFI Fall Series - Round 3 Perris

Sun., Nov. 21 1993 GFI Fall Series - Round 4 Perris

Fri., Nov. 26 GFI "Turkey Night" MX Perris

Sat., Nov. 27 GFI Thanksgiving Sat. Morn. MX Perris

A RIDER FOR THE RIDERS



RESULTS

Motocross
Owyhee M/C Club
Boise, ID
Oct. 31
By Phil Hansen

250 EX
Rob Floth
250 JR
Dave Perri
250 BEG
Rick Linehan
125 EX
B.J. Hansen
125 INT
Jason Magill
125 JR
Lance Chapman
125 BEG
Dustin Agar
80 JR
Daryl Agar
80 BEG
Pete Fretwell
60 MICRO
Zane Ransom
25+ EX
Ron Wehr
OPEN EX
John Sabo
OPEN JR
Eric Gross
VET EX
Curtis Holmes
VET INT
Mike Jackson
VET BEG
Leroy Smith

Motocross
CMC
Barona Oaks
Raceway
Barona Oaks, CA
Oct. 24
By Homer Eubanks

P/W BEG
Ciovanni Filippone
Brandon Frates
Zac Wray
Phillip Bruscella
Chris Kolb
P/W STK (0-8)
Dustin Good
Ryan Beat
Jonathan Rose
Mark Palmer
Brian Thomson
P/W SEM-MOD (0-6)
Ryan Beat
Mark Palmer
Clinton Pierce
Chris Caudillo
Jonathan Rose
JR CYCLE STK (0-8)
Anthony Bruscella
Dustin Good
Cole Humphias
Andrew Wageman
Jonathan Rose
JR CYCLE STK (7-11)
Geoff Rader
Billy Laninovich
Dustin Watson
Emitt Kling
Cory Macomber
JR CYCLE MOD (7-11)
Dustin Watson
Cory Macomber
Anthony Bruscella
Jaydee Santiago
Vito Camillas
80 STK (9-11)
John Hopkins
Billy Laninovich
Emitt Kling
Todd Clouton
Cory Macomber
5/MINI
Manny Arias
Richie Colantuono
Josh Tarantino
John Hopkins
Cory Clayton
60 NOV
Manny Arias
Colby Raymond
Brad Millikan
Matt Williams
60 BEG
Richard Colantuono
Sammy Filippone
James McDonald
Michael Fox
Cory Clayton
80 INT
Josh Tarantino
125 BEG
Jodi Hollow
Tim Clayton Jr.
Mitch Guomo
Dan Baxter
Joe Filippone
125 (12-15)
Cory Bender
Tim Clayton Jr.
125 NOV STK
Cory Mortenson
Ricardo Silva
Joe Minor
Chris Guzman
125 NOV MOD
Jimmer Hollow
Tim Beatty
John Duffy
Wilson Nichols
Deron Stidman
125 (16-21)

Shawn Ellis
Josh Williams
Tyler King
OT
Don Connelly
Chris Swift
Giovanni Spinale
Steve Laninovich
David Chunn

Motocross
CRC Hot Summer
Nights Series
Final Point
Standings
By Greg Robertson

P/W
Scott Howe
Brett Mountain
Timmy McDaniel
60
Christopher Gosselaar
Scott Howe
Christopher Tocco
80
Christopher Gosselaar
Devin Seeger
Ito Fosca
125
Mike Crosby
Chris Blanton
Jeff Willloh
250
Mike Gallegos
Kenneth Reed
Bobby Hall
JR VET
Steve Corteville
Dan Cleveland
John Stich
VET/SR
Mark Horton
Rodney Morrison
Mark McCulloch

Motocross
Cleburne County
Raceway
Heber Springs, AR
Oct. 30
By Gorman Smith

MICRO MINI
Ryan Herndon
JR MINI
Drew Willmuth
A.J. Tart
SR MINI
Taft Sherrill
Neil Hignight
Joe Mooney
Brandon Forrest
Aaron Henry
125 BEG
Randy Clifton
Joey Hutchinson
Jeremy Galligly
Josh Eads
Tony Tiernan
125 INT
Brook Fulker
125 EX
Scott Chesser
250 BEG
Pat Boyd
Kerry Tabor
Josh Eads
Shelby Hignight
Mark Johnson
250 NOV
Keith Goss
Scott Evans
Miles Keeney
250 INT
Jason Ennis
Sam Henry
Tom Murry
30+ NOV
Scott Evans
30+ INT
Tom Murry
Roger Ewing
TRL BLZR
Don Wheeler
OPEN
Jason Ennis
Keith Goss
Miles Keeney
Brook Fulker
Sam Henry

Trial
Octobertest Trials
Championship
Tulsa, OK
Oct. 30-31
By R.D. Allman

Saturday
C/SHIP
Chris Hertrich
Dean Wright
Shan Moore
Matt Moore
Jimm Westcott
EX
Scott Williams
Bill Gilbert
Paul Bolen
Colin Botha
Davis Meyer
INT
Doug Winkelback
Butch Lathrom

Dan Byl
Don Grace
Rick Rexroat
SR
Dean Metzger
Jim Barackman
Dale Reynolds
Tommy Moore
George Naidle
AM
Robert Yearwood
Wayne Palmer
Darin Butler
Ryan Conover
Steve Higgs
NOV
V.A. Hatley
Curtis Mitchell
Mike Ferris
Dan Barrett
Sunday
C/SHIP
Matt Moore
Bryan Byrd
Dean Wright
Chris Hertrich
Jerry Carrens
EX
Scott Williams
Chuck Parker
Danny Christy
Ken Phillips
Colin Botha
INT
Butch Lathrom
Don Grace
Dan Byl
Rick Rexroat
Brad Musson
SR EX
Danny Aguirre
Ray Robin
Rich Allman
SR
Tommy Moore
Jim Barackman
George Naidle
Dean Metzger
Dale Reynolds Bet
AMA
Robert Shaw
Wayne Palmer
Darin Butler
Robert Yearwood
Ryan Conover
NOV
V.A. Hatley
Curtis Mitchell
Mike Ferris
Jeff Brannock

Motocross
Mosier Valley MX
Park
Eules, TX
Oct. 22
By Claudine
Cordray

50 WMN
Kayla Scheel
60 WMN
Melissa Franks
Andrea Franks
Andrea Holbert
125 EX
Jerri Hamlin
Angie Thomas
Heather Howard
Melissa Franks
WNM BEG
Nancy Latta
WNM NOV
Karen Nielson
WNM INT
Pam Blasingame
WNM PRO
Dee Wood
Tammy Slay
Nadine Holbert
50
Cody Dickey
Andrea Franks
C.T. Dickey
Ernie Phillips
Dusty Hollister
60
Bradley Young
L.G. Tretter
Melissa Franks
Tommy Gunning
Cody Dickey
80 BEG
Chris Brannon
Nathan Belz
Zach Stein
Rhett Wickard
Michael Stanglin
80 JR
Dusty Fountain
Scotty Thimble
Chadd Kawata
Sean Halpin
J.D. Everheart
80 SR
Rod Scholting
Daniel Patton
80 OPEN
Dusty Fountain
Chadd Kawata
125 BEG
John Sheffield
Scott Scholting
B. Scheel
Michael Williams
Tim Tulin
125 NOV
Scott Pekarek
Landon Griffin
125 OPEN
David Widmer

Motocross
Sacramento
Raceway
Sacramento, CA
Oct. 29
By Jennifer Trimp

60
Logan Masterson
80 BEG
Chris Sizemore
Cory Burse
Brandon Burton
Halden George
Art Duarte
125 BEG
Gary Forrest
Marty Matthews
Chris Martinelli
Glen Williams
Rick Rodriguez
125 JR
Sean Reath
Dustin Lunde
John Schwindt
Tim Dughman
Phil Scott
VET BEG
Phil Scott
Bob Mitchell
Victor Guerrero
Kurt Ohlan
Dion Bell
INT
Ken Breneisen
Jeff Rapetti
VET JR
Stacey Rowe
Brian George
Robert Woehle
250 JR
Jeremy Cade
PRO
Viktor Bolsec
John Stark
250 BEG
Mark Layton
Kevin Fernando
Bob Norling
Dan Mendoza

Michael Gage
Jeff Smith
Ben Gary
250 BEG
Jeff Charpentier
Scotty Hanes
Chris White
Dennis Barbini
Todd Wells
250 NOV
Robert Densford
Tim Weyandt
John Dragna
Tommy Dickey
Rick Blasingame
250 OPEN
John Dragna
TCCRA 80
Chris Bannon
TCCRA 125/250
Ray Jennings
TCCRA 30+
John Krawczyk
Jim Everheart
Randy Hamlin
INT
David Widmer
Dee Wood
EX
Clay Hoenshell
Brad Woolsey
Chris Daubitz
T.J. Patel
Matt Fiel
25+
Ray Jennings
Kendall Wade
Rick Blasingame
Tommy Dickey
Pam Blasingame
30+
John Krawczyk
Joshua Gardner
Scott Latta
Wilson Whitt
Marty Ishmaier

Michael Gage
Jeff Smith
Ben Gary
250 BEG
Jeff Charpentier
Scotty Hanes
Chris White
Dennis Barbini
Todd Wells
250 NOV
Robert Densford
Tim Weyandt
John Dragna
Tommy Dickey
Rick Blasingame
250 OPEN
John Dragna
TCCRA 80
Chris Bannon
TCCRA 125/250
Ray Jennings
TCCRA 30+
John Krawczyk
Jim Everheart
Randy Hamlin
INT
David Widmer
Dee Wood
EX
Clay Hoenshell
Brad Woolsey
Chris Daubitz
T.J. Patel
Matt Fiel
25+
Ray Jennings
Kendall Wade
Rick Blasingame
Tommy Dickey
Pam Blasingame
30+
John Krawczyk
Joshua Gardner
Scott Latta
Wilson Whitt
Marty Ishmaier

Motocross
Mustang Acres
Brighton, MI
Oct. 16-17
By Jan Darden

Saturday
51 STK
Allen Butzin
Wayne Dennis
Carl Schaffer
Nicholas Holmberg
Matthew Gow
51 MOD
Cory McDermitt
Steve Murray
Brandon Butzin
Russell Bohlinger
60
Joseph Kersanty
Robby Wheeler
Nicholas Adams
Nicholas Adams
Gerard Coulombe
(7-11)
Jason McDonald
Randy Doviak
Joseph Brown
Jersey Kersanty
Randell Woodring
(12-15)
Randy Valade
Brett Smith
Jeremy Booher
Michael Pfluke
Ryan Dewey
80 C
Jamie Beckett Yam
Jason Colby
Matthew Brazelton
Joshua Gardner
Richard Watson
125 JR
J.D. Collins
Ahmad Owens
Ryan Valade
Justin Smith
Anthony Anderson
30+
Kip Bigelow
Steve Holland
Douglas Holdwick
Frederick Mervau
Jerry Rekowski
40+
Barry Mayo
Douglas Hilderbrant
Robert Chapman
Randy Stephenson
Michael Johnson
50+
Fred Klipple
Charles McConnell
William Foster
Owen Hutchins
16-24
Darren O'Boyle
Tom Gilliam
25+
Kreg Bigelow
David Fletterick
Andrew Deatherage
John Chemello
Mark Pillsbury
125 A
Chad Miller
David Horvath
125 B
Todd Hart
Chris Leth
Carrie Blanc
Jim Ploech
Scott Alexander
125 C
Chad Cooper
Anthony Tomashevsky

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Raceway
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Dustin Lunde
John Schwindt
Tim Dughman
Phil Scott
VET BEG
Phil Scott
Bob Mitchell
Victor Guerrero
Kurt Ohlan
Dion Bell
INT
Ken Breneisen
Jeff Rapetti
VET JR
Stacey Rowe
Brian George
Robert Woehle
250 JR
Jeremy Cade
PRO
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John Stark
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Chad Miller
David Horvath
125 B
Todd Hart
Chris Leth
Carrie Blanc
Jim Ploech
Scott Alexander
125 C
Chad Cooper
Anthony Tomashevsky

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

Bruce Youngs
Steven McQueen
Bryan Reeser
250/OPEN A
Chad Miller
Darren O'Boyle
Marty Schrauben
250/OPEN B
Chris Leth
Rich Hoffman
Jared Cole
Peter Budnik
Dan Lockwood
250/OPEN C
Michael Cross
Jon Taylor
Russ Senon
Bob Bergman
Chris Bender
Sunday
51 STK
Wayne Dennis
Lindsey Hicks
William Hicks
John Rothgeb
John Books
Josh Lichtle
7-11
Jason McDonald
Randall Woodring
80 C
Joshua Gardner
Matthew Brazelton
Richard Watson
Nicholas McDonald
Jason Colby
125 JR
Ahmad Owens
Leroy Magoon
Sebastian Szamuel
Jeffrey Vernon
John LaClair
30+
David Thibodeau
George Fanelli
Tim Robertson
Michael Harrison
Timothy Jackson
16-24
Michael Trumbower
Dwayne Glasgow
25+
George Fanelli
W.L. Hufton
Scott Bodjack
Joseph Backes
Joe Dunn
125 A
David Horvath
125 B
Scott Treichel
Jason Ernberger
Sebastian Szamuel
Brian Roush
Luke Solberg
125 C
Greg Horner
Steve Johnson
Ricky Eckelson
Ben Grindol
Jeremy Lerg
250/OPEN A
Darren O'Boyle
Marc Decubber
Scott Patchen
250/OPEN B
Michael Griffiths
Jared Cole
Kenneth Ruelle
Donald Darrow
Kurt Bender
250/OPEN C
Michael Cross
Jon Taylor
William Hinski
Russ Senon
Robby Jorgensen

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50+
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Owen Hutchins
16-24
Darren O'Boyle
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25+
Kreg Bigelow
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Mark Pillsbury
125 A
Chad Miller
David Horvath
125 B
Todd Hart
Chris Leth
Carrie Blanc
Jim Ploech
Scott Alexander
125 C
Chad Cooper
Anthony Tomashevsky

WANT ADS HELP WANTED

Motorcycle Instructors Needed

CTI/Motorcycle Mechanic Institute is growing and needs qualified instructors now in Phoenix, Arizona and Orlando, Florida. Great career opportunity. Five years minimum dealership technician experience is required, teaching experience not necessary, we will train you. Our benefit package includes company-funded pension and a health/life insurance plan. If this sounds like the opportunity you've been waiting for call Larry Barrington 1(800) 528-7995 in Phoenix, AZ. or call Bernie Thompson 1(800) 342-9253 in Orlando, FL. AZ. (242-45)

MID ATLANTIC M/C dealer needs a service advisor with mgt. potential. Pay based on experience. Call (302) 322-4120, ask for service. DE. (242-45)

Sales

Professional only need apply. New multi-line mega dealer. Call J.W. at (714) 859-3186. CA (244-45)

White Bros. is expanding again!

We need an R&D expert. You are familiar with all aspects of motorcycles, atvs, watercraft, and Harley-Davidsons. You know machining and welding. You know manufacturing. You know dyno's and flow testing. You are a "take charge and get it done person". If you are all of the above, this is your wake-up call! Salary, benefits and fun. Send resume to: White Brothers, 24845 Corbit Place, Yorba Linda, CA 92687. Attn: Director of Operations. CA. (244-45)

Motorcycle Salesperson

Orange County Suzuki dealer has an opportunity for an experienced sales person. Implement your own ideas! Have fun while earning a good salary. Must be experienced in sales, closing and financing. Call Marc (714) 893-5091. CA. (244-46)

Service Department Manager

For multi-line Atlanta, Georgia motorcycle store. Experience in customer services required. Motorcycle mechanic experience may be a factor in choosing successful candidate. Excellent commission, pay plan and benefits. Send resume to Wagoner Cycle Works, 4026 Lawrenceville Hwy., Tucker, GA 30084. Fax (404) 934-5100. GA. (244-47)

POSITION AVAILABLE for experienced motorcycle and PWC technician with one of Southern California's largest BMW, Honda and Sea-Doo dealers. Unlimited income potential and a great benefit package. Send resume to: Honda/BMW/Sea-Doo of North Hollywood, Attn: Michael Hughes, 5626 Tujunga Avenue, North Hollywood, CA 91601. CA. (245-46)

Mechanic Wanted

Motorcycle tech. Full time immediate opening, busy Japanese Service department. Vast experience only. Steve's Cycle. Mesa, AZ. (602) 964-4754. AZ. (245-46)

MSD Ignition

The leader in high performance after-market personal watercraft ignition systems has immediate openings for the following positions: experienced watercraft technicians, technical phone salespeople, and experienced graphic artist. Excellent benefits. Please call or send resume to: Jeff Hain, 1490 Henry Brennan Drive, El Paso, Texas 79936. (800) 392-2842. TX. (245-46)

Parts Manager

For large, multi-line motorcycle, personal watercraft and snowmobile dealership. Responsible for twelve employees. Excellent compensation package. Suburban Detroit area. For details call Sally at (313) 278-5000. MI. (245-46)

Wanted Parts Mgr., Mechanic

For large multi-line dealer in Northeast Ohio. (216) 974-1888. OH. (245-48)

Designer

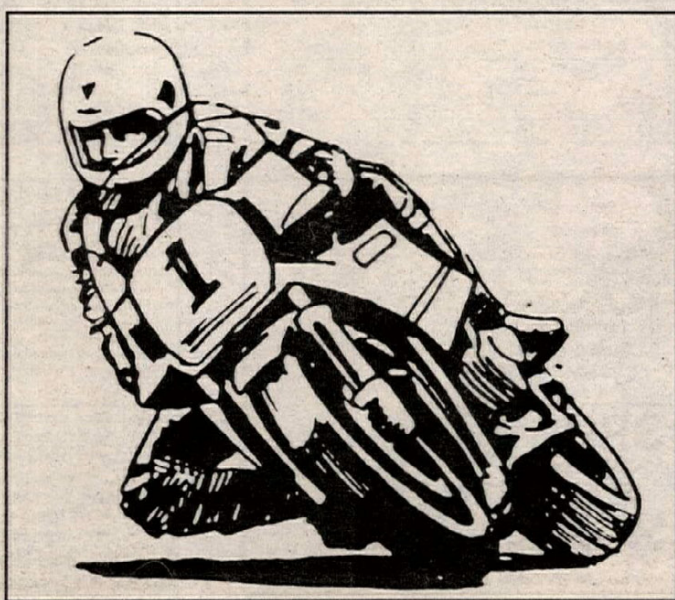
Free lance apparel designer for motorcycle apparel needed. Will be working closely with manufacturer on developing new designs. Please call (714) 645-5161. CA. (345)

Rainwear Covers

MGF-importer of top USA selling motorcycle covers & rainwear, seeks sales manager/agents to increase 1994 sales. Must have good knowledge of industry both USA/export markets, excellent opportunity for six figure earnings. Total confidence is assured, fax resume to: Falcon Industry (714) 645-4383. CA. (345)

Ready for a change?

Are you knowledgeable, friendly, willing to learn and possess a high energy level? We are moving to a larger facility with freeway frontage to service and sell fun. From this expansion, openings were created in the following positions: management, assembly, service, parts, sales, and fashion accessories. Become part of a professional, dedicated, retail team of enthusiasts and grow with us. Send resumes to: Sun West Sports, 1111 East 6th Street, Corona, CA 91719. Attention: Mark. (909) 735-7721. CA. (045)



Join Our Winning Team

The #1 powersport dealer in NM has an immediate opening for a full line tech. If you are a highly motivated individual that enjoys the excitement of motorcycles and personal watercraft and are experienced as a full line tech, we want you. Top commission and benefits. Send resume to 9601 Lomas, N.E. Albuquerque, NM 87112, (505) 292-6692. NM. (245-46)

Technicians Wanted

Year round busy, southern California Yamaha/Honda watercraft and power equipment dealer looking for experienced technicians. Immediate opening, top wages, benefits including insurance. Team players only. Call Milo at Kolbe Cycles (818) 348-7865. CA. (242-TFN)

Wanted

Qualified H-D mechanic/bike builder for first class acc. store. 52 week employment, no layoffs, top salary, must be customer oriented. Accessories Unlimited. Newhall. Mike or Boyce. (805) 255-6522. CA. (245-46)

We Want You

Over looked? Over Worked? Over Stressed? Under paid? If you have motorcycle store experience, we would like to talk with you. We are in an exciting new growth and marketing plan. We are strengthening all departments of our multi line store with experienced & qualified people. Come grow with us. Call for appointment. Wagoner Cycle Works, Tucker, Georgia. (404) 934-2453. GA. (245-48)

POSITION WANTED

Endurance Roadracer

Experienced team racer seeks spot in solid team for WERA or AMA/CCS 1994 season. Will also help organize and manage team. Leave message, Dave (410) 268-6321. MD. (344-46)

BUSINESS OPPORTUNITIES

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to \$500,000. Free recorded message: (707) 448-0270. (KB7) CA. (145)

COLLECTORS

Vintage Racing Specialist

Johnny Isaacs 10x "We race what we sell". Racing engines built, parts and machining. Total Performance Racers. (918) 445-0671. OK. (339-50/C)

1973 DKW 125 Hornet

All original, perfect condition, leading link fork, \$2,000. (516) 796-3290. NY. (342-45/C)

Wanted 1973-1975 Z1 900

Prefer originals. (800) 833-3778. CA. (343-45/C)

BULTACO PARTS, new and used, books and clothing. Lynn Mobley (702) 267-2103, 7:00 to 7:00 (PT), Mon thru Sat. NV. (343-50/C)

Yamaha TD1-C

Very complete and correct unrestored classic road-racer. Detailed photos on request. \$6,500. Call John (914) 528-6643. NY. (343-46/C)

Wntd '69 Honda CB750 Sand Cast

(800) 833-3778. CA. (343-45/C)

Vintage Silencers

Top off your vintage project with a "good guy" silencer. (Forestry approved) \$29.95. (513) 385-5700. OH. (244-46/C)

1970 400 Husqvarna

Excellent, original condition, \$1,200. (503) 773-9590. OR. (344-45/C)

1970 Penton Six Days

Restored, excellent, \$1,000. (503) 773-9590. OR. (344-45/C)

1971 Puch 125

Enduro street licensed, have mx kit, \$800. (503) 773-9590. OR. (344-45/C)

1969 Sachs 125

Very good condition, \$300. (503) 773-9590. OR. (344-45/C)

'63 Honda 305

Complete, needs restoration. Pictures available. Offers over \$500. (310) 920-0125. CA. (344-45/C)

Vintage Iron Garage Sale

and open house. Sat., Dec. 4th. Bikes, accessories, apparel. New and used parts cheap! Call (800) 422-4766. CA. (244-47/C)

Bultacos For Sale

AHRMA 1993 number one bultacos. 2 model 120 Pursangs 1974 250cc, 1 model 117 Pursang 1974 125cc, 1 model 121 Pursang 1974 360cc, 1 model 11 Metisse 1965 250cc. Contact Hugh Weaver, (518) 851-7184 or fax (518) 851-2533. NY. (244-45/C)

'72 Elsinore 250/750 H2

Two classic bikes. Excellent candidates for restoration. \$150, you pick the bike! (909) 597-3554. CA. (144-46/C)

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AEROSTICH RIDERWEAR

WEATHERPROOF
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COOLER
Cordura® Nylon
ABRASION
Proven Protection

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- Order factory direct
- 100% money back guarantee

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and Most Sunday's
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Suspension Fluids • Fork Protectors
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Howard G. Nichols
8381 Center Ave.
Hometown 27670

H. Nichols
ANY STATE, USA

THE MOST FUN YOU'LL GET OUT OF THE DMV.

A motorcycle operator license is more important than you think. The fact is, unlicensed riders are over-represented in fatal crashes. So get your license. While an afternoon at the DMV isn't much fun, having a license is something you can live with. **MOTORCYCLE SAFETY FOUNDATION**

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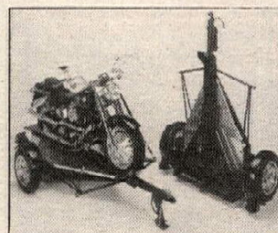
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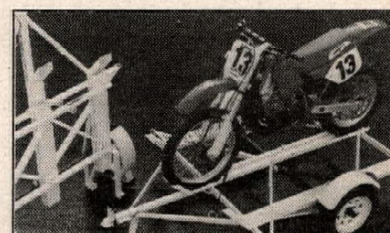
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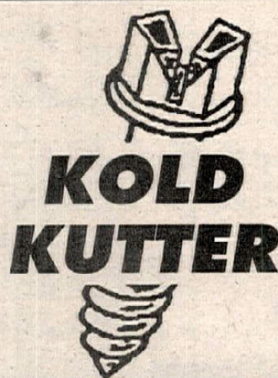
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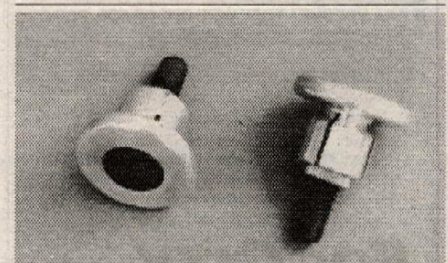
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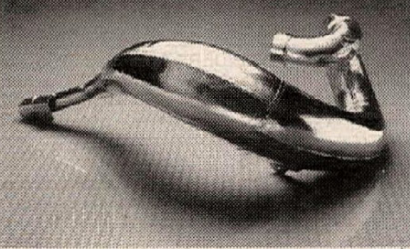
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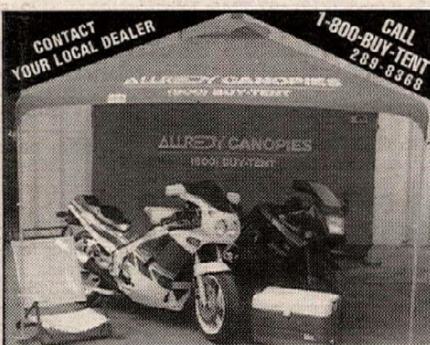
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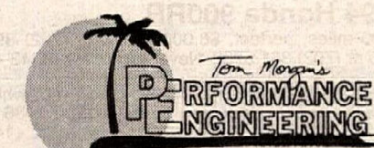


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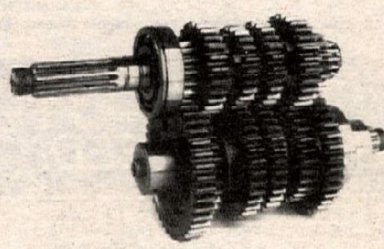
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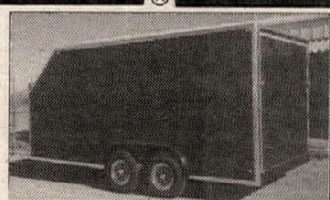
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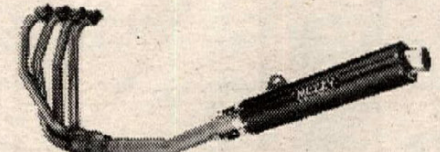
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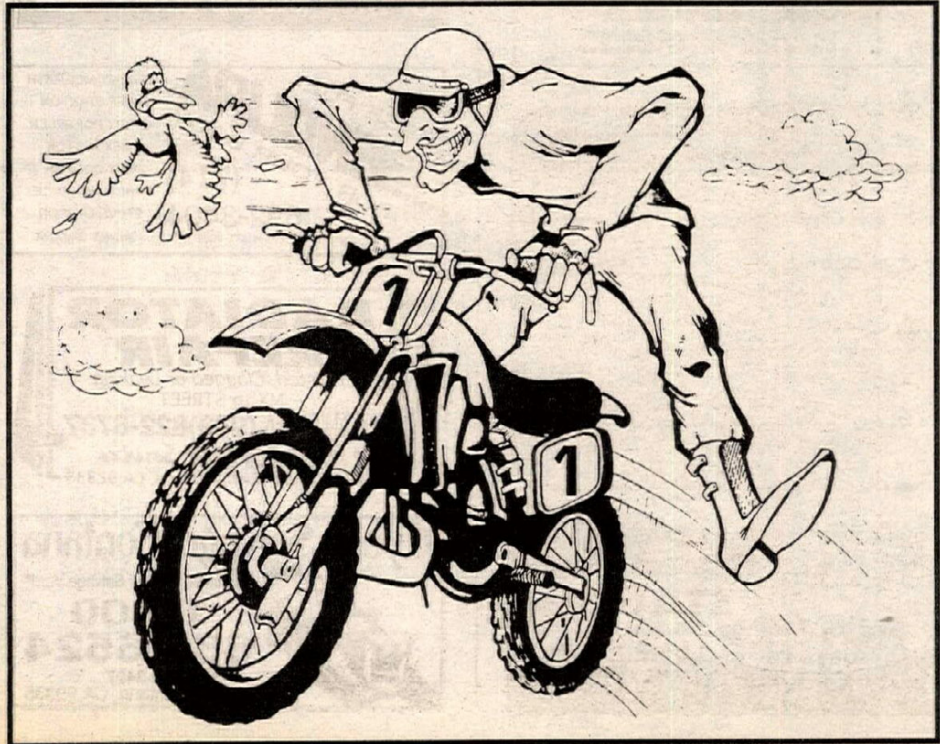
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